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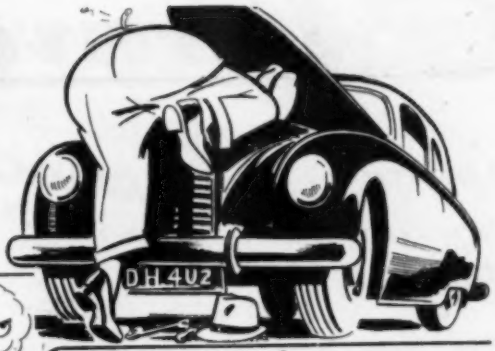
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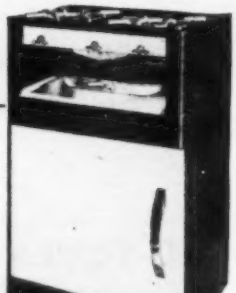
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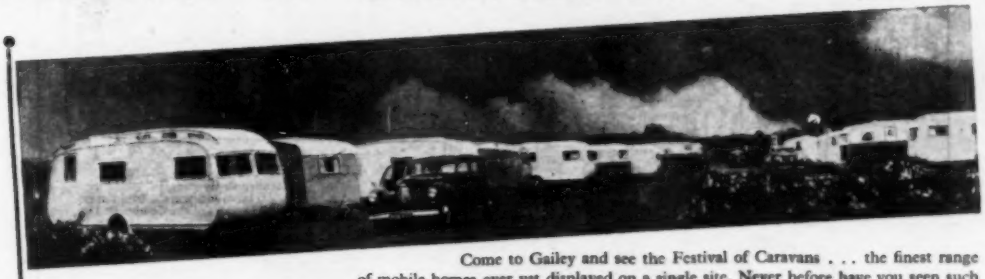
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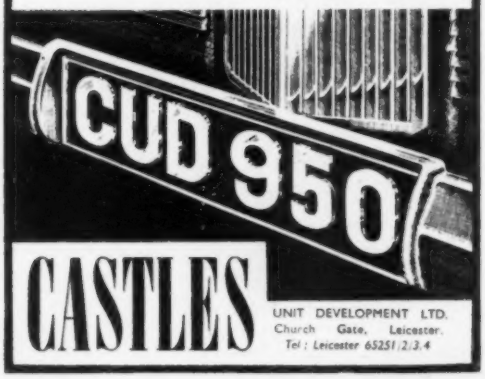


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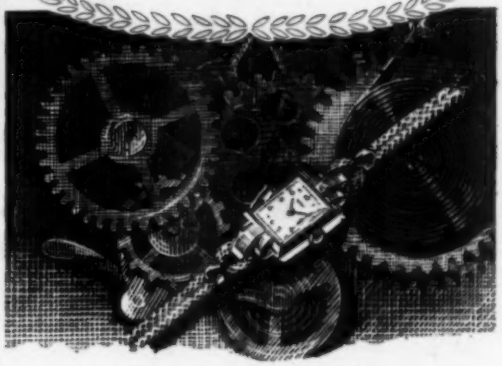
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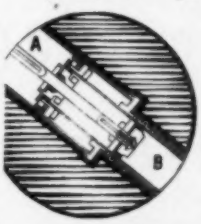
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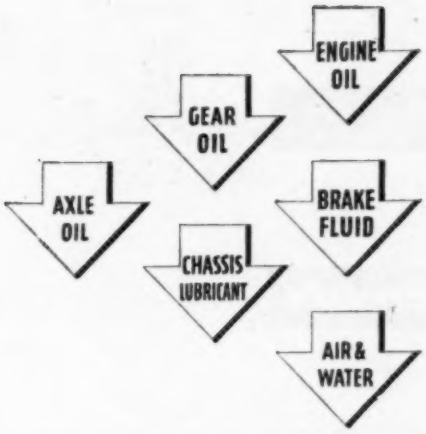
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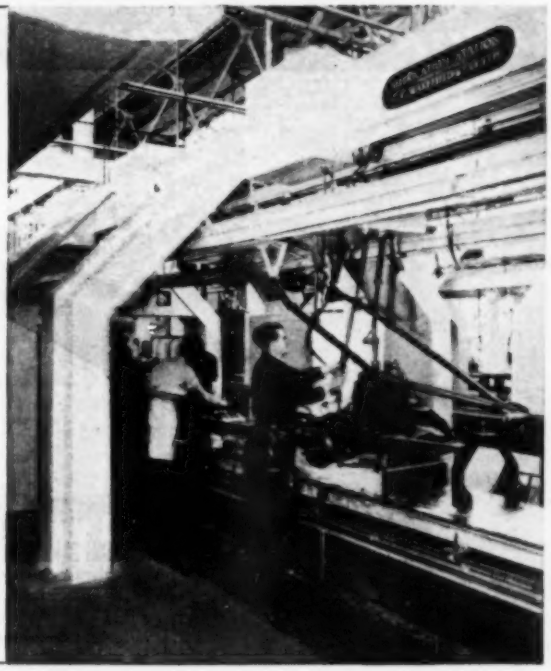
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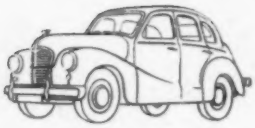
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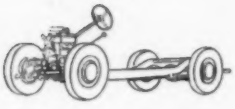
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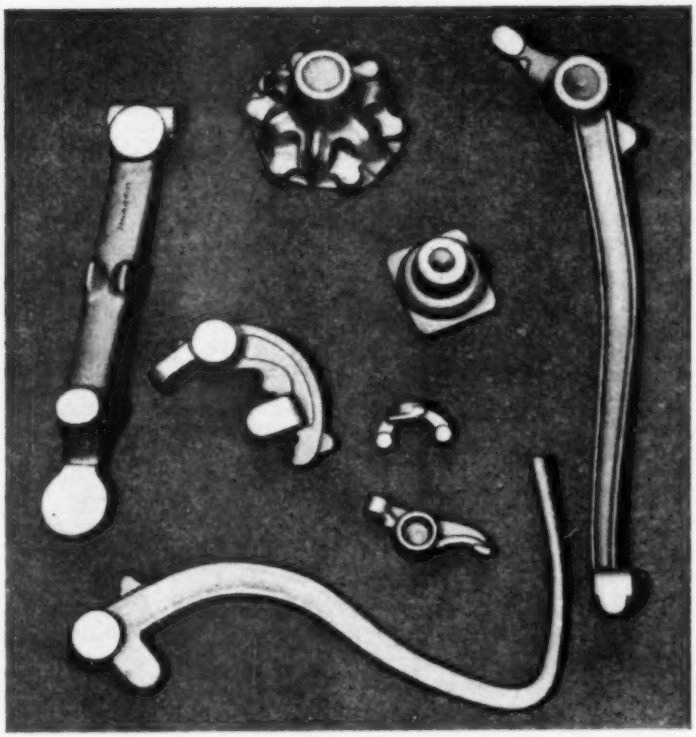
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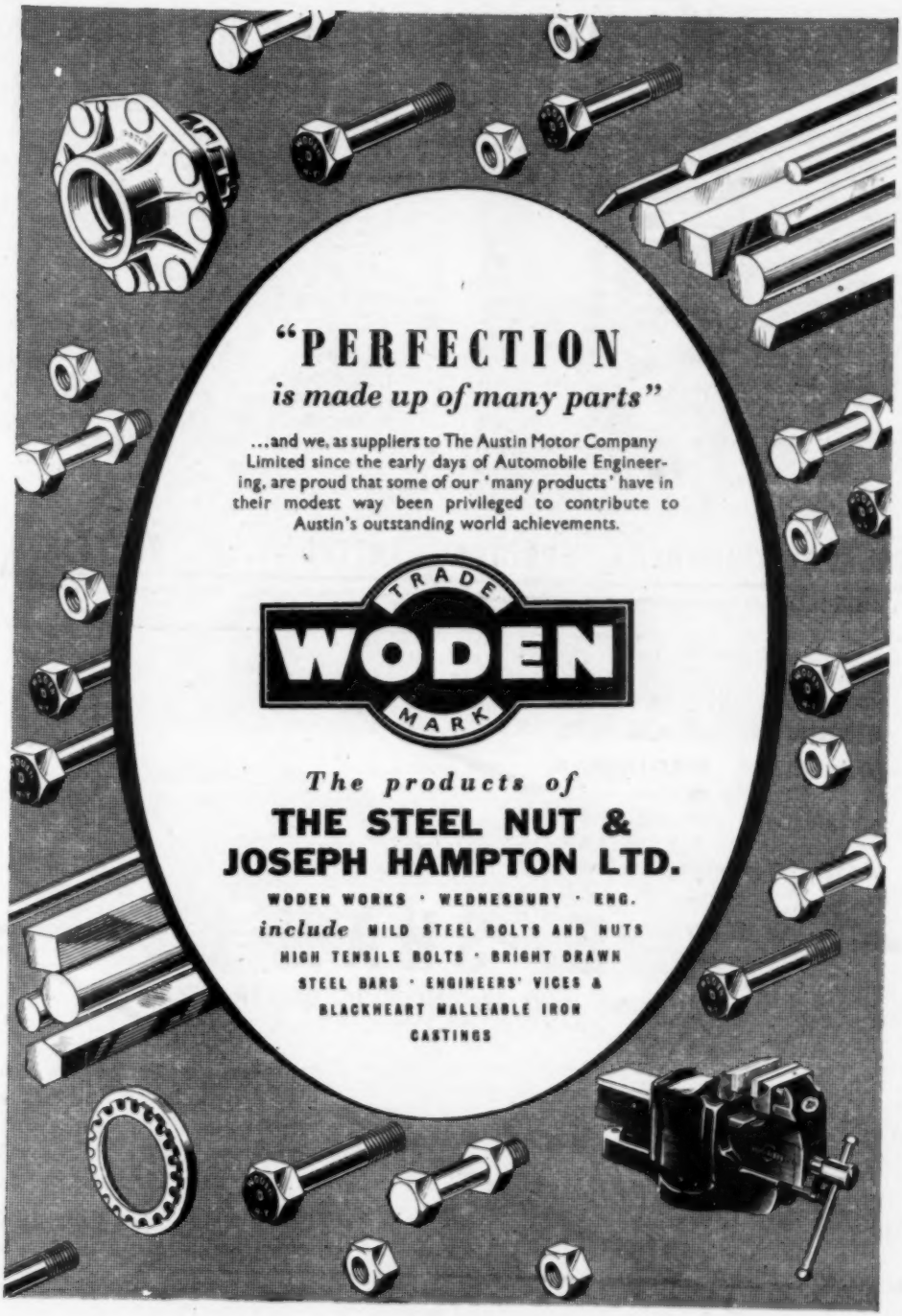
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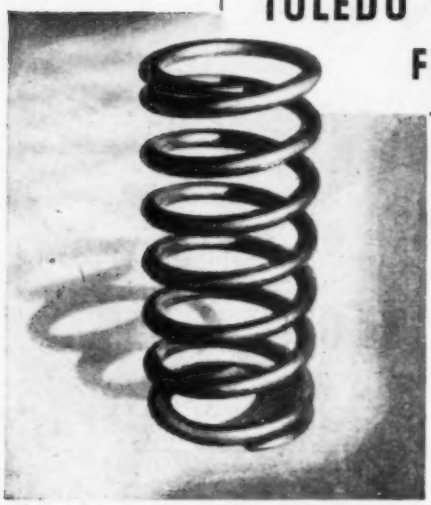
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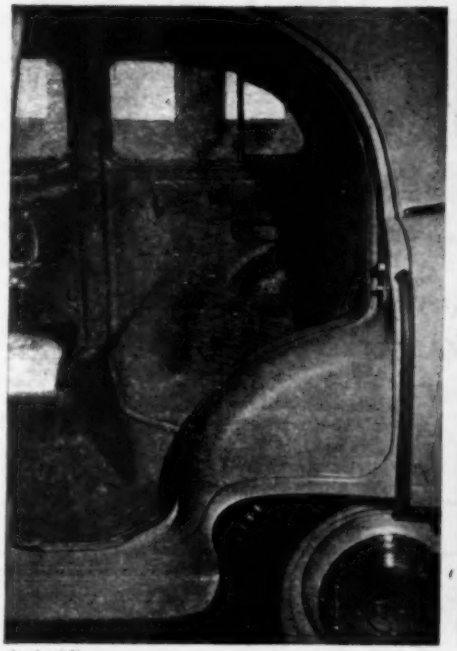
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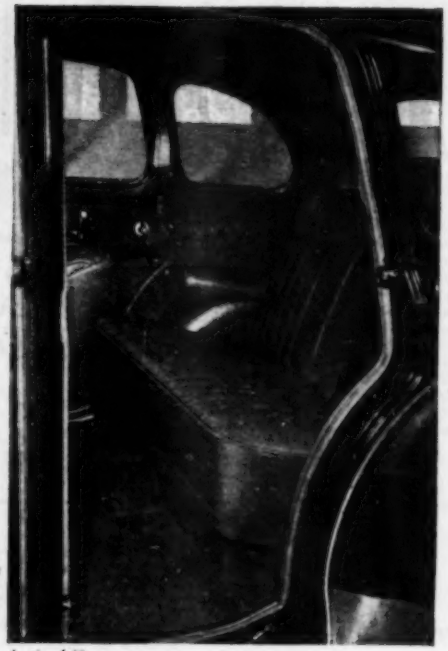
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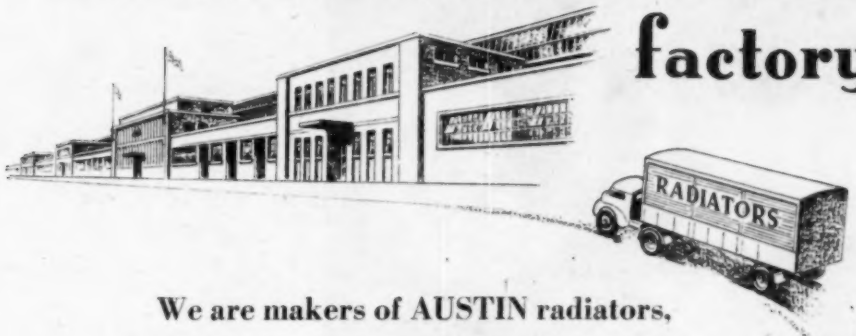
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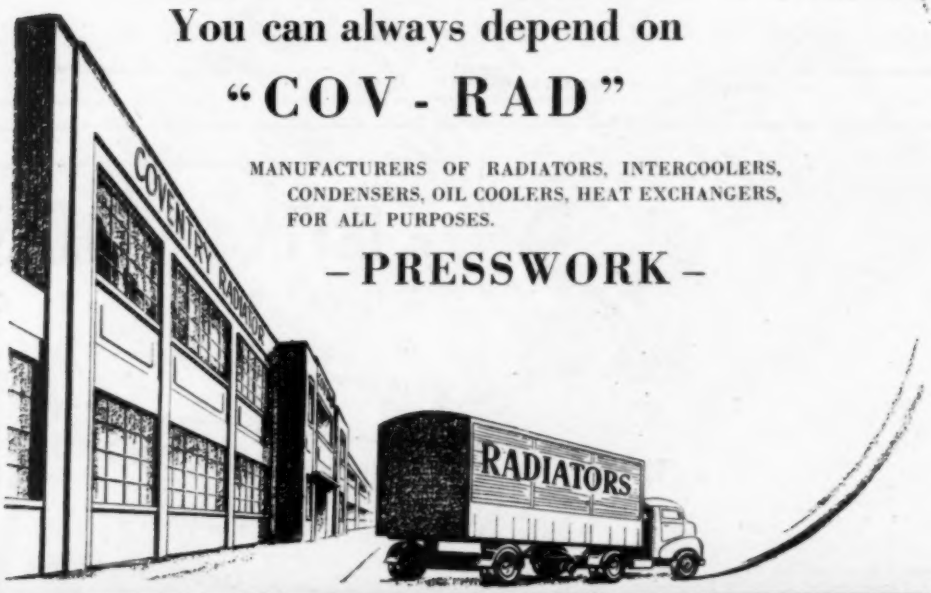
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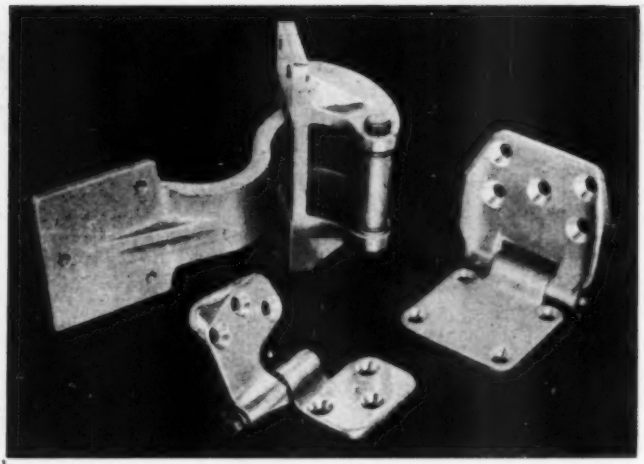
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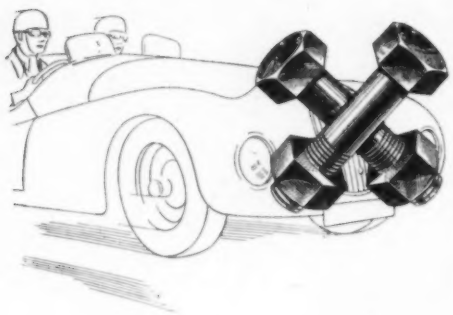


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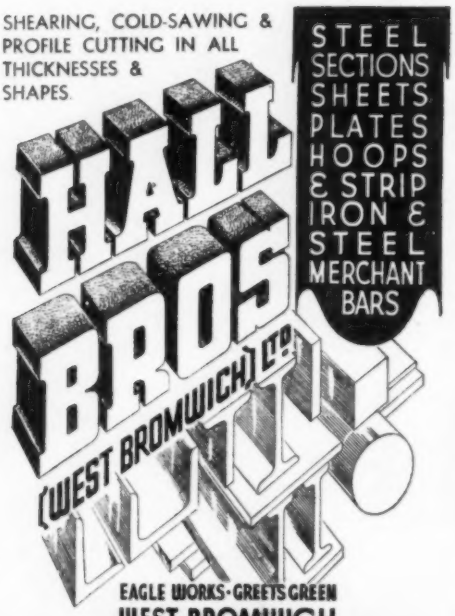
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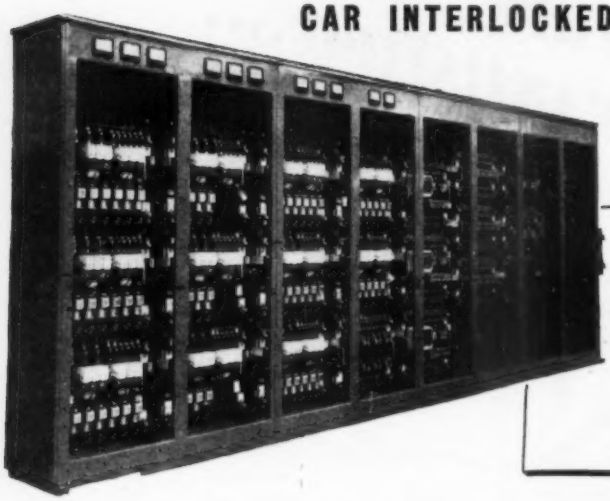
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AUTOMATIC CONTROL GEAR FOR MOTOR CAR INTERLOCKED CONVEYOR SYSTEMS



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A novel feature of the design is the provision for quick replacement of all unit panels for routine maintenance.

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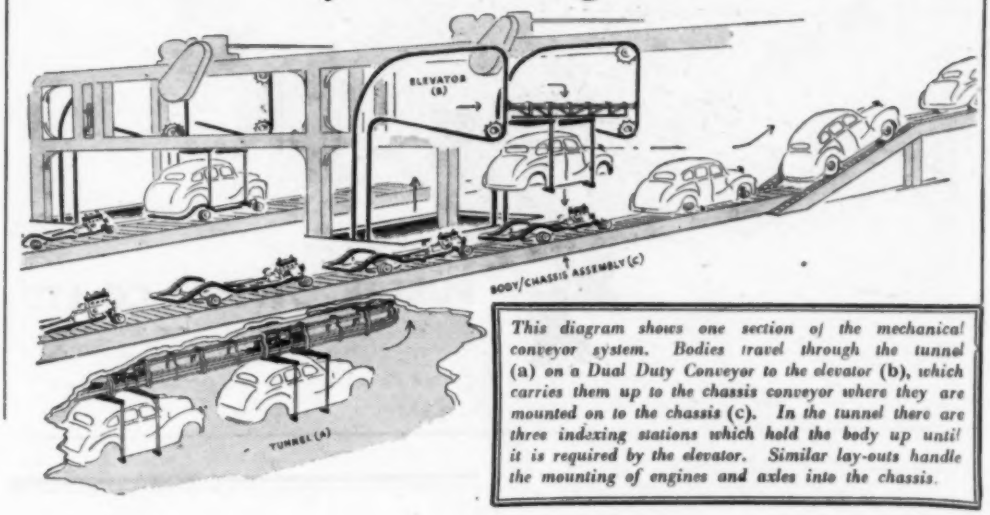
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14 LIVERPOOL ROAD SLOUGH BUCKS

Behind the new Austin production system lies

A MAJOR ADVANCE IN CONVEYOR TECHNIQUE

by Geo. W. King Ltd.



This diagram shows one section of the mechanical conveyor system. Bodies travel through the tunnel (a) *on a Dual Duty Conveyor to the elevator* (b), *which carries them up to the chassis conveyor where they are mounted on to the chassis* (c). *In the tunnel there are three indexing stations which hold the body up until it is required by the elevator. Similar lay-outs handle the mounting of engines and axles into the chassis.*

MECHANISED STORAGE (the whole storage line moves up automatically as a component is taken) and FEEDER CONVEYORS that supply the assembly line with the right parts in the right order at the right time—this is the new Austin production technique in outline.

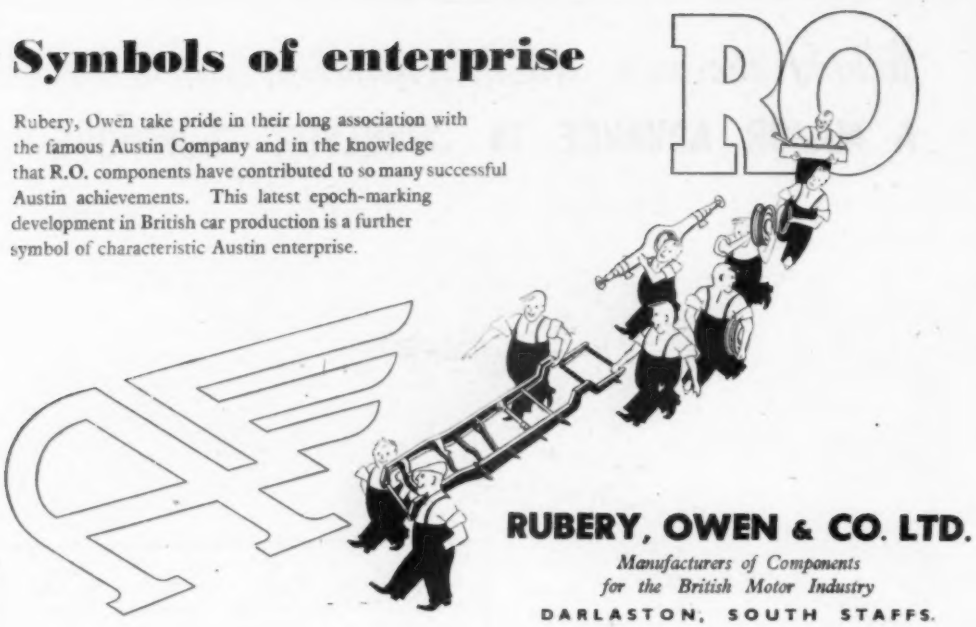
This new patented technique is the result of three years' close collaboration between Austin's and Geo. W. King Ltd. It puts Britain ahead of the whole world in production methods. It opens up incalculable possibilities not only in the making of cars but in many other industries. Here, indeed, is the biggest step forward in conveyor technique since King's invented the Dual Duty Conveyor nearly 20 years ago.

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Manufacturers of Components for the British Motor Industry

DARLASTON, SOUTH STAFFS.

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THE BIRMINGHAM GUILD LTD. to the design of the Architect, C. Howard Crane.

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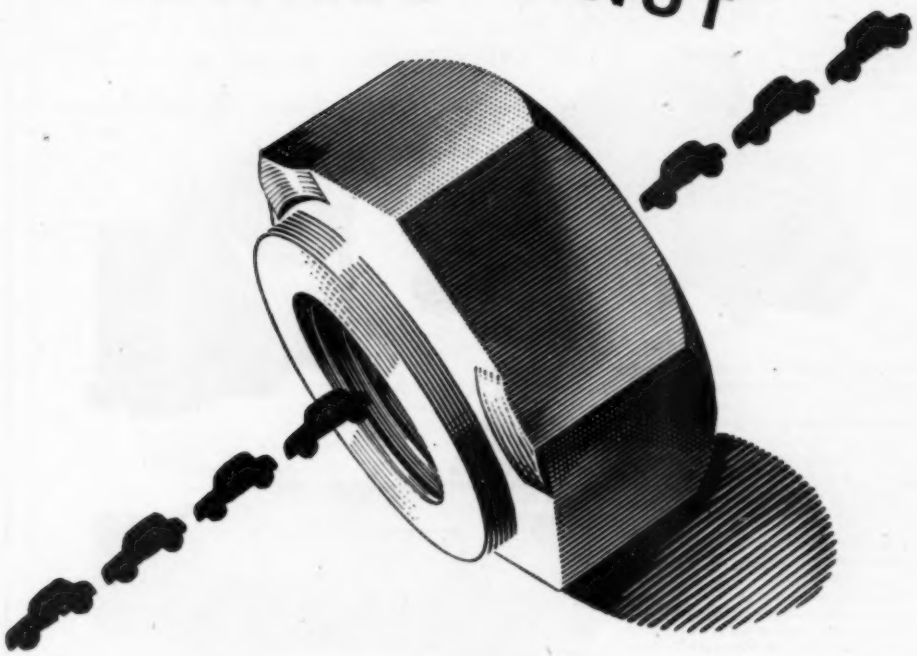
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As used on Austin cars and vehicles

GKN WELDNUTS *(Patent and Registered Design applied for)*

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The Autocar
FOUNDED 1895

No. 2903 FRIDAY, JULY 20, 1951 Vol. XCVI

Triumph and Disappointment

THE Royal Automobile Club are to be congratulated on the undoubted success of the British Grand Prix, which was run at Silverstone last Saturday. So, certainly, are the Ferrari *équipe* and their South American discovery, Froilan Gonzalez, for their joint achievement in defeating Alfa Romeo for the first time in a Grand Prix event.

This was as good a race as it is possible to envisage at a venue such as Silverstone, with the disadvantages inseparable from a converted airfield. Owing to the archaic legislation still in force in this country, genuine road racing is still impossible here at present; some day, perhaps, this anomalous state of affairs will be rectified, but meanwhile the best that can be hoped for is a return to racing in Donington Park, in Derbyshire, which holds the best circuit so far used on the mainland of Great Britain This, however, is bound to be a long-drawn-out matter, even if it eventually proves possible at all, and the prospect is still further complicated by the unsettled international situation.

It is to be hoped that the future of the B.R.M. project will be brighter than the past, after the appearance of two cars in last Saturday's race; it is not unreasonable to feel that the present stage of development should have been reached at least eighteen months ago, but that cannot be helped. What is now essential is an all-out programme of development to correct the admitted faults still inherent in the design, and the avoidance of any feeling of complacency, which would be—to say the least of it—premature.

Back to Simplicity?

OF the several forecasts of the future made by two members of the Institution of Mechanical Engineers in a recent Paper (page 719, *The Autocar*, June 22), the one that is most likely to appeal to the owner is that there may soon have to be a trend towards simplicity in car design, complication spelling expense of production.

The servicing position affirms the appeal. Back in the 'twenties the car owner could service his car in the backyard or outside the front gate. By the end of the 'thirties he might still have done so, but only if he were keen enough on the subject to keep fully abreast of it, to spend money on special tools, and to dig a pit from which he could conveniently get at the underside of the chassis. By this time the general tendency was for the owner to place the care of his car in the hands of the local service station for the make, and it must be admitted that his confidence was mostly well placed and that the bills were by no means large.

Time and the war have changed all that. Wages have risen, and skilled mechanics have been attracted to other industries in considerable numbers. The nucleus of real technicians has been sadly watered down by comparatively unskilled labour, and even by a few irresponsibles. Whether this is good or bad for humanity in general is no business of this journal, but it is thoroughly bad in certain instances for the well-being of a car. We know that service stations do their best; we know that it is easy to criticize, and that no one is perfect. But time and time again the car owner drives away from the service station to find that something has been foolishly overlooked, something lost, or something left unsecured. As he laboriously goes over the scene of operations with a spanner, he longs for the simplicity that enabled him to "do the job himself."

Frankly, we no longer want that degree of simplicity which had an element of crudity about it. But we should like to see car design sufficiently simple—and providing a sufficient degree of accessibility—to be well within the grasp of the average service mechanic of today.

R.A.C. BRITISH GRAND PRIX



From the line, Farina's Alfa leads ; but Bonetto's Alfa (in mid-picture) passed him before the first corner.

SOUTH AMERICAN WAY

ARGENTINE STARS IN THE ASCENDANT—FERRARI DEFEAT ALFA ROMEO FOR FIRST TIME

LAST Saturday's British Grand Prix at Silverstone proved to be the best motor race seen in this country since the palmy days of 1938 and the last struggle at Donington Park between the Mercedes and Auto-Union teams. The rivalry between Alfa Romeo and Ferrari, now at its height, entered a new phase with the first victory in a straight fight for the latter *marque;* and, surprisingly, it was not one of the familiar pair of inseparables—Ascari and Villoresi—who brought this about, but the second Argentinian to achieve fame in Grand Prix racing, 27-year-old Froilan Gonzalez. Driving in his first race at Silverstone, and only his second in the 4½-litre Ferrari, he decisively defeated his more famous countryman, Juan Manuel Fangio, in the Type 159B Alfa Romeo; and, be it noted, the Ferrari in which this was done was not the latest two-plugs per cylinder version, but the earlier type with single ignition.

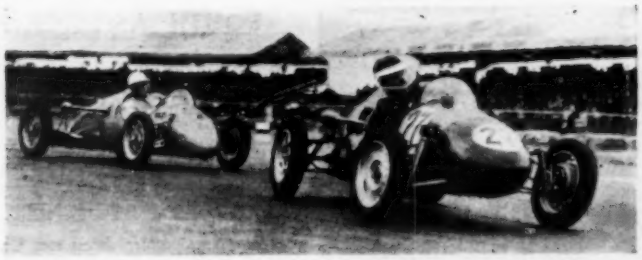
After much hesitation and delay, two B.R.M.s came to the line without any practice, driven by Reg Parnell and Peter Walker; both cars finished, in fifth and seventh positions respectively, and although unable to match the lap speeds of the Alfas and Ferraris, they showed the possibilities of the design. The 500 c.c. race which preceded the Grand Prix was won with consummate ease by Stirling Moss at the wheel of the Kieft-Norton; Ken Wharton, after stalling the engine of his Cooper-Norton on the starting line, drove a terrific race into a well deserved second place. Congratulations to the R.A.C. on a wonderful meeting.



Pit scene, mid-race ! Parnell's B.R.M. is refuelled while Walker's accelerates out of the crowded pit area. Visible on the right of the photograph are Raymond Mays and John Bolster in front of the policeman.

THE first practice period, on Thursday in fine weather, produced one considerable surprise, in that Gonzalez, driving the one single-ignition Ferrari of the works team, not only beat the times of the dual-ignition cars but also Fangio's best time by a whole second and became the first person to lap Silverstone at better than 100 m.p.h.; his best lap time was 1m 43.4s, equal to a speed of 100.57 m.p.h. Next came Fangio, with 1m 44.4s, and then Farina (1m 45s). Another item of equal interest (though hardly such a surprise) came in the announcement, following a telephone call from Folkingham, that the B.R.M.s would not, after all, appear that day, but that at least one car would be present on Friday. Good practice laps were put in by Gerard in his E.R.A. (1m 57s), and Duncan Hamilton (Talbot) in 1m 57.2s. Peter Whitehead was nominated as the driver of the Thin Wall Special Ferrari, and put in a good many laps at comparatively low speed to get used to the car, which he had not previously driven.

On Friday the 500 c.c. cars appeared for scrutineering and practice. First car off was the Kieft, driven by Stirling Moss, but to the consternation of his camp he did not even succeed in completing one lap, pushing the car up from Abbey Curve with an eloquently silent engine. This had lost all its compression through a momentary seizure, and was consequently changed during the afternoon for the spare (and less highly tuned) unit. During the



Redmond Gallagher wrestles with the steering of his 500 c.c. Leprechaun while Stirling Moss, the winner, laps him on the outside at Stowe Corner.

second practice period the Kieft reappeared, and after some preliminary running-in laps Moss put in a remarkable lap in 1m 59.6s (86.95 m.p.h.), the first time that Silverstone had been lapped in under two minutes by a 500 c.c. car. Next best was Headland's Cooper-Norton (2m 4.8s), then Alan Brown (Cooper-Norton—2m 7.6s), Peter Collins (J.B.S.-Norton—2m 7.8s), Eric Brandon (Cooper-Norton—2m 8.6s) and Jack Moor (Wasp-Norton—2m 9.4s), these six therefore making up the first rank of the grid. Moor's lap time was excellent for an amateur-built car; another similarly good performance was that of C. G. Arengo (Arengo-J.A.P.—2m 9.6s).

The Grand Prix practice on the Friday afternoon produced no records, as a fairly heavy shower at the start damped both the circuit and the drivers' enthusiasm; in fact, for the first half of the period hardly a car was out practising. Then, as the track dried, they appeared; Ascari and Villoresi bettered their previous day's times, recording 1m 45.4s and 1m 45.8s respectively. Whitehead achieved 1m 54.6s with Vandervell's Ferrari, and Rosier a very good 1m 56s with the twelve-plug Talbot. But there were still no B.R.M.s, and during the afternoon a telegram arrived to say that they would not arrive during the day, but would definitely be there on Saturday morning, a statement which many people openly doubted. Moreover, Reg Parnell had been sent for to go up to Bourne, and consequently could not practise in his newly acquired J.P. 500; this was therefore handled by John Green.

RACE DAY

SATURDAY morning dawned beautifully fine and sunny, and, as always, many enthusiasts were at Silverstone in the very early hours. This time, however, the crowd was considerably smaller than on similar big race occasions, estimates of its size ranging from 55,000 to 75,000—a pity from the viewpoint of those who elected to stay at home and listen to the broadcast commentary, for they were to miss a remarkable day's motor racing.

One reassuring sight was that of the three black vans in the paddock with "British Racing Motors" emblazoned on the side; at least the two cars had arrived, at 7 a.m., and would (by special permission of the stewards) be permitted to start, though naturally in the rear rank of the grid, as they had not practised. Soon all the competing cars had arrived; the red Ferraris and Alfa Romeos, with their mechanics pushing through the crowd to get a look at the B.R.M.s to measure the strength of the opposition, as it were; the blue Talbots, with Rosier and Chiron, a complete contrast in manner and temperament, discussing pit signals; and the two faithful green E.R.A.s of Gerard and Shawe-Taylor, neatly turned out, with no fuss or bother in those pits, at least.

But first, at 12 noon, came the 500 c.c. event, for which the 42 starters were already being marshalled on the subsidiary grid down towards Abbey Curve. The care were all lined up here, then push-started at a given signal and run up to the starting grid proper, there to pause for a minimum length of time before the fall of the flag. As the cars swept off, a tightly packed mass, two things were evident; one, that Moss was already in the lead, and two, that Wharton was in trouble—his engine had stalled just before the flag fell. As the cars rounded first Woodcote and then Copse, the green, oddly shaped Kieft led by a widening margin from Brandon's Cooper, the Wasp, and the Coopers of David Brake, Jack Leary and Alan Brown; Headland, who had been so fast in practice, had made a poor start. Next time round Moss was fifty yards ahead of the field, and Dryden's J.B.S. had now got into second place, while after five laps Collins' J.B.S. was third; not Coopers' day by any means! But Ken Wharton was trying very hard, and coming through the field at a remarkable rate. On they went; incidents there were in plenty, as when Don Parker's J.B.S. collected a whole flock of tubs at Stowe, leaping in the air and turning round before landing, but carrying on without damage. Cars were dropping out now, all round the circuit; Alan Rogers' Cooper blew in a piston, Leston's J.B.S. had magneto failure, Rippon's Cooper also perforated its piston, but still Stirling Moss sailed serenely on, having eased off once his lead became a third of a lap. Behind him, however, the battle was fierce; Collins had to stop to attend to the J.B.S. rear suspension, and Dryden fell back slightly, while on the last few tremendous laps Wharton got through into second place—a wonderful effort! Jack Moor the unlucky had his day at last, coming home third ahead of Dryden and the *Ecurie Richmond* pair, Brandon and Brown. And so, one by one, they finished, and silence fell, while the towing wagons did a brisk trade with the unfortunate. Moss' last lap was his fastest, while Wharton's best lap was put in at 2m 5.2s.

RESULTS

500 c.c. Race: Distance 67.5 miles, 20 laps of 3.089-mile circuit

1, Kieft-Norton (S. Moss), 42m 12.2s, 82.13 m.p.h.
2, Cooper-Norton (K. Wharton), 43m 2.4s.
3, Wasp-Norton (E. J. Moor), 43m 3.6s.
4, J.B.S.-Norton (R. M. Dryden), 43m 29.2s.
5, Cooper-Norton (E. Brandon), 43m 45.2s.
6, Cooper-Norton (A. E. Brown), 44m 3.6s.
7, Cooper-Norton (D. N. Brake); 8, J.B.S.-Norton (J. F. Westcott); 9, Cooper-Norton (J. N. Cooper); 10, Cooper-Norton (B. C. Ecclestone); 11, Leprechaun-Norton (R. Gallagher); 12, J.B.S.-Norton (J. B. Habin); 13, J.B.S.-J.A.P. (D. Parker); 14, Cooper-Norton (R. Merrick); 15, Cooper-J.A.P. (D. H. R. Gray); 16, Emerson-Norton (R. L. Daniell); 17, Cooper-J.A.P. (D. P. B. Prosser); 18, J.P.-Norton (I. Sutherland); 19, J.P.-Norton (D. K. Swan). **Also finished:** Cooper-Norton (J. Leary), 18 laps; Cooper-J.A.P. (J. W. Burgoyne), 16; J.B.S.-Norton (P. J. Collins), 17; J.P.-Norton (J. Green), 16; J.B.S.-Triumph (P. Aitkens), 15; Cooper-Norton (D. A. Clarke), 15; Cooper-J.A.P. (J. G. Reece), 15; Cooper-Norton (P. K. Braid), 15. **Retirements:** Turner-Bardon-J.A.P. (D. F. Truman), 12 laps; Cooper-J.A.P. (A. D. Gill), 10; Cooper-Norton (A. J. Nurse), 6; J.B.S.-J.A.P. (L. Leston), 6; Cooper-Norton (C. D. F. Headland), 5; Emerson-J.A.P. (K. Watkins), 5; Arengo-J.A.P. (C. G. Arengo), 5; Emerson-Norton (B. L. Williams), 5; Cooper-J.A.P. (A. B. Rogers), 5; Cooper-J.A.P. (C. A. N. May), 5; F.H.B.-J.A.P. (F. H. Bacon), 3; Cooper-J.A.P. (A. C. Rippon), 3; Emerson-J.A.P. (P. Mould), 2; Grose-J.A.P. (W. Grose), 1.
Fastest lap: S. Moss, 2m 2s, 85.25 m.p.h.

Winner's Equipment

(1), Norton engine and gear box; Esso fuel; Vigzol oil; Amal carburettor; Girling brakes; Ferodo brake linings; Dunlop tyres; Girling and Armstrong shock absorbers; Lucas ignition; Lodge plugs.
(2), Norton engine and gear box; Regent fuel and oil, Amal carburettor; Lockheed brakes; Mintex brake linings; Dunlop tyres; Girling shock absorbers; Lucas ignition; Lodge plugs.
(3), Norton engine and gear box; Esso fuel; Notwen oil; Amal carburettor; Lockheed brakes; Ferodo brake linings; Dunlop tyres; Newton shock absorbers; B.T.H. ignition; Lodge plugs.

* * *

Although clouds had gathered overhead, nothing worse befell, and the weather remained dry throughout the day. Now came the lunch interval; but in the middle of it a fitting tribute was paid to a great British achievement, when Peter Walker and Peter Whitehead did a lap of honour in one of the Le Mans XK120C Jaguars, to celebrate their recent victory. They were deservedly clapped by the crowds all round the circuit.

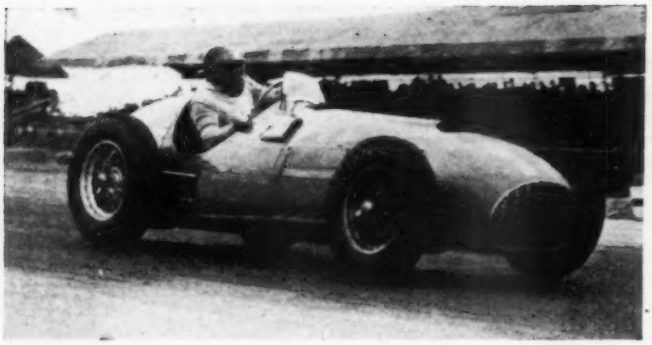
THE GRAND PRIX

NOW came the moment for which everyone had been waiting; the start of the Grand Prix. The cars all assembled on the grid, most of them by doing a warming-up lap in the traditional way, although Alfa Romeo scorned this procedure and merely wheeled the cars back from the pits to their positions in the front



A nasty moment for Don Parker, as his 500 c.c. J.B.S. hits a tub and spins round at Stowe, narrowly missing Alan Brown's Cooper.

SOUTH AMERICAN



Gonzalez coming out of Stowe Corner in the single-ignition 4½-litre Ferrari.

two rows. Actually, the grid positions (from the inside of the course) read as follows: front row, Gonzalez, Fangio, Farina, Ascari; second row, Villoresi, Sanesi, Bonetto; third row, Whitehead, Rosier, Gerard, Hamilton; fourth row, Shawe-Taylor, Chiron, Claes; fifth row, Murray, Fotheringham-Parker, James, Kelly; sixth row, Walker, Parnell. There they were—twenty cars, representing five nations, Italy, France, Great Britain, Belgium and Ireland.

As ever, the last few minutes presented a study in expressions and methods; from stolid calm to Latin excitability, from complete organization to a remarkable degree of flap—they were all there. Finally the flag was raised, held, and brought down with a flourish, and the race was on! Remarkably, it was Bonetto who soon took the lead from the second row, followed by Gonzalez, Farina, Ascari, Fangio and Villoresi: Alfa, Ferrari, Alfa, Ferrari, Alfa, Ferrari—what could be more evenly matched? Both B.R.M.s got away well, Parnell streaking up into the middle of the field from their position in the back row. Nobody, in fact, made a bad start, and the whole mass screamed off in one compact bunch with no stragglers.

Settling Down

The order remained the same as they came round at the end of the first lap; strange, to see Fangio in fifth position. Next time round it was Gonzalez who led, his short, heavy body almost overflowing the cockpit, the Ferrari's distinctive multi-cylindered engine note beautifully crisp. Two more laps and Fangio was second, gaining hand over fist, while Ascari had passed Farina! The latter, last year's champion, did not seem too happy; he was driving the one Alfa with the de Dion rear suspension, the others all being of the familiar swing-axle pattern, and there was no detectable advantage in cornering power of one type over the other.

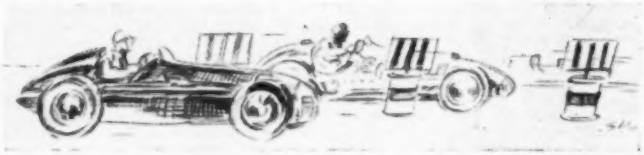
From then on the two South Americans drew steadily away from the rest of the field, Fangio pressing Gonzalez hard, until on the twelfth lap he passed him and led the race. Unquestionably the Ferrari handled better, especially round really fast bends such as the left-hand curve at Maggots; but Fangio was really trying now, the Alfa slewing from side to side in a series of vicious twitches. Try as he would, however, he could not shake off Gonzalez; no stylist, this new star, but very fast indeed, and seeming less violent and leaden-footed than in his earlier races last year.

Another terrific scrap was in progress for third place, between Ascari and Farina; the latter finally got past, but it was a long while before he could achieve more than a length or two lead. Further back again Villoresi was shaking his fist in his anxiety to overtake Bonetto; but eventually the former spun round at Copse Corner and dropped back. At the same time Duncan Hamilton slid his Talbot off the course, and was struck on the arm (and almost the head) by a flying tub, either his own or Villoresi's. Pit stops there had been in plenty; both Johnny Claes' Talbot and Kelly's Alta had been in to change plugs, while Chiron had come in complaining of axle judder, the dampers being tightened. The B.R.M.s were both going strongly, though obviously they did not handle so well as either Ferraris or Alfas on fast bends; Parnell, however, was running eighth in front of the rest of the field.

Position at 30 Laps.

1, Alfa Romeo (Fangio) 96.09 m.p.h.; 2, Ferrari (Gonzalez), 1.6s behind leader; 3, Alfa Romeo (Farina), 50s; 4, Ferrari (Ascari), 57.4s; 5, Ferrari (Villoresi), 2m 14.6s; 6, Alfa Romeo (Sanesi) 2m 16.4s.

On one lap Gonzalez almost met his Waterloo at Becketts Corner; trying to overtake Sanesi (whom he had lapped) at the entrance to the bend, the Ferrari slid and hit a tub. The front of the car rose in the air, and Gonzalez just succeeded in holding it as it came down, sliding it round the corner in the space between the tubs and the straw bales on the outside. Yet he did not seem to slow, rejoining the course at the exit from the corner and losing only about sixty yards to Fangio. A few laps later and Gonzalez retook the lead, which he was never to lose again—and Fangio could do nothing about it. By now the Alfa was showing slight signs of strain, one rear damper being obviously slack and the wheel pattering violently in consequence. Now the cars were coming in to refuel; Bonetto's Alfa was first in, with the usual slick Alfa stop in 33 seconds. But Sanesi's car, which followed, developed the recent Alfa trouble of an immovable wheel, which cost him over three minutes and dropped him back behind both B.R.M.s and Shawe-Taylor.



The eventual winner passing Sanesi on the wrong side of the tubs at Beckett's.



Farina's Alfa rests forlornly on the grass at Abbey Curve, while officials damp it with extinguisher fluid.

WAY . . . continued

First Ferrari to come in was that of Ascari, at that time (54 laps) in third place; his quick stop for two churns of fuel (Ferraris did not use their pressure refuelling apparatus in this race) allowed Farina to pass him, but in any case the Ferrari went out two laps later with trouble in the Ferrari Achilles heel—the gear box. Peter Whitehead brought the Thin Wall Ferrari in for brake adjustment, and had to make another stop to refuel shortly afterwards as the refuelling equipment was not ready on the first occasion.

Position at 60 Laps.

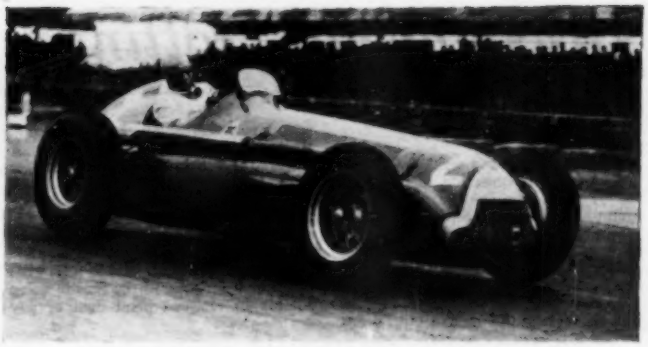
1, Ferrari (Gonzalez), 96.80 m.p.h.; 2, Alfa Romeo (Fangio), 1m 29.8s behind; 3, Alfa Romeo (Farina), 2m 51.8s; 4, Ferrari (Villoresi), 4m 22.4s; 5, Alfa Romeo (Bonetto), 4m 54.4s; 6, B.R.M. (R. Parnell), 6m 50.8s.

Gonzalez made his first and only stop, for two churns of fuel, at 60 laps; he got out of the car, apparently expecting Ascari to take over as at Rheims, but was



Spectator comfort—bring your own scaffolding and deck-chairs!

hastily pushed back in again and told to get on with it. These substitutions had been forbidden by the R.A.C., but in view of his performance it is doubtful whether the driver would have been changed in any case. The B.R.M. pit stops were quick as far as the work of refuelling went; but the confusion in the pit was considerable, and Parnell for one was dubious at that time as to his ability to carry on to the finish. The terrific heat in the cockpits had burnt the drivers' legs most painfully, and their hands were bruised and blistered from steering wheel reaction.



Fangio really trying at Stowe Corner, in his efforts to catch the winner.

It was now apparent that barring some mishap to Gonzalez, Ferrari had defeated Alfa for the first time in a straight fight on level terms. Even Guidotti, Alfa team manager, almost lost his famous smile, but the only signals shown to Fangio gave him his distance in seconds behind the Ferrari, leaving him to make his own decision. He tried very hard, but could not make up any appreciable ground; meanwhile Farina (in third place) came round Club Corner with flames streaming from the bonnet of his Alfa, bringing it to rest by a convenient fire post and abandoning it to its fate. His retirement, however, was apparently caused by trouble in the transmission, and this let Villoresi into third place in front of Bonetto.

And so the race, like all good things, came to an end, with Gonzalez the happy winner of his first European Grand Prix. The vocal crowd of supporters from the Argentine were beside themselves with joy (but although they possessed a banner with Fangio on it, they had not got one for the winner!), while the Argentine radio commentator really had something to shout about, and took full advantage of the opportunity. Shawe-Taylor brought the ex-Harrison E.R.A. home in eighth place after a really wonderful drive, only 34 seconds behind the second B.R.M., while Claes, although last official finisher, had the satisfaction of having made fastest Talbot lap in 1m 54s. A terrific meeting, and a good augury for the future of Grand Prix racing.

RESULT

Race Distance: 100 miles. 60 laps of 1.660-mile circuit.

1. Ferrari (J. P. Gonzalez), 2h 42m 18.2s, 96.11 m.p.h.
2. Alfa Romeo (J. M. Fangio), 2h 45m 9.2s, 95.61 m.p.h.
3. Ferrari (L. Villoresi), 88 laps.
4. Alfa Romeo (F. Bonetto), 87.
5. B.R.M. (R. Parnell), 85.
6. Alfa Romeo (C. Sanesi), 84.
7. B.R.M. (P. D. Walker), 84.
8. E.R.A. (B. N. Shawe-Taylor), 84.
9. Ferrari Thin Wall Spl. (P. N. Whitehead), 83.
10. Talbot (L. Rosier), 83.
11. E.R.A. (P. R. Gerard), 82; 12, Talbot (J. Duncan Hamilton), 82; 13, Talbot (J. Claes), 80.

Still running at end: Alta (J. Kelly), 75 laps.
Retirements: Alfa Romeo (G. Farina), 75 laps (clutch); Ferrari (A. Ascari), 56 (gear box); Maserati (P. Fotheringham-Parker), 46 (broken oil pipe); Maserati (D. Murray), 45 (valve spring); Talbot (L. Chiron), 41 (brakes); Maserati (J. James), 22 (split radiator). **Fastest lap:** Alfa Romeo (G. Farina), 1m 46s, 99.99 m.p.h. (record)

Winner's Equipment:—

(1). Ferrari engine and gear box; Shell fuel and oil; Weber carburettor; Ferodo brake linings; Pirelli tyres; Borrani wheels; Houdaille shock absorbers; Marelli ignition; Champion plugs.

(2) Alfa Romeo engine and gear box; Shell fuel and oil; Weber carburettor; Ferodo brake linings; Pirelli tyres; Borrani wheels; Alfa Romeo shock absorbers; Marelli ignition; Lodge plugs.

(3). Ferrari (similar to first).





Left: conference behind a B.R.M. before the race; (l. to r.) Peter Walker, Ken Richardson (chief tester), Eric Richter (formerly engine designer to B.R.M.), Raymond Mays and A. F. Rivers Fletcher. Below: Argentine amity—Fangio and Gonzalez exchange mutual felicitations after the finish.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Potential Mount ?

AS a comparatively mild individual, I have no objection to being (as I was not long ago) pursued around Parliament Square by two motor cycle policemen and then hooted to stop, merely because they wanted to inspect the car. It was, incidentally, the new Morgan Plus Four. I would even commend this enthusiasm for new models among the men of the force.

The Scribe is not so keen, however, on being asked to stop in a most crowded and unsatisfactory place at the entrance to St. James's Park, and on a pedestrian crossing at that. But it was nice to be breaking the law in company with those who normally uphold it.



To inspect the car.

✦ ✦ ✦

Non-stop Scribe

IT is not often that your Scribe finds himself in one of the modern Continental cars which some of his colleagues get around in more than he does himself, but he recently had a very interesting experience in this direction, on this side of the Channel, in one of the 1,750 c.c. Lancia Aurelias. Technically, this design is full of interest, starting with that V-six engine (see page 848 this issue) at the front, and the clutch and gear box at the rear end; coil spring i.f.s. on principles well remembered from a long succession of Lancia models; and independent rear suspension, by exposed coil springs.

The circumstances were just right for gauging a car that one senses in the first few miles is built for doing at least 65 m.p.h. all day on Continental roads. I had occasion for a solo run to Cornwall of 260 miles, and chose to do it the tough way without meal stops, though that procedure was not premeditated. It was rather a matter of the car getting over the ground so swiftly that, past a certain point, it became not worth while stopping to eat, and in spite of a lot of holiday traffic in the Somerset and East Devon sections, the total time was quite good, about 6¼ hours, including the ferry crossing from Devonport to Torpoint. Nineteen hours in Cornwall, and the return run was much the same thing, though even worse for traffic part of the way and including the slower route over Dartmoor. Again the car did about a seven-hour running time trip, this time with three up and a considerable quantity of luggage. Neither passengers nor the impedimenta piled high in the spare seat shifted a fraction of an inch, in spite of the Scribe being unable to resist a good deal of gay corner work.

✦ ✦ ✦

Off the Record

NO test figures were being taken on this occasion by my colleagues who usually do these things; it was just a straightforward out and back 500-odd miles. It is a car in which you instantly feel confident and one that shows vividly the benefits of light weight (about 22½ cwt as tried) in conjunction with an engine giving good power but not by any means stressed. The engine is smooth and also very nicely flexible for slow running, in spite of a high top and third, which give it its impressively easy fast cruising and a third gear that, in some conditions, can be used as an alternative top. Top is an indirect ratio, being geared up. The Aurelia is one of those not too common fast cars in which you know just where you are all the time as regards the steering, and it can be poked round the bends at rates that are obviously high, in spite of the fact that on this particular car one had to be doing mental arithmetic because of the kilometre speedometer.

✦ ✦ ✦

These Make Sense

BRAKES, steering, cornering and general handling all get high marks, and the general effect is of a car that combines practically all the things one likes for fast motoring, together with quite remarkable riding comfort. Many practical points I noted with appreciation such as a dual reservoir under the bonnet, which replenishes the oil supply for the front suspension in a matter of moments or, alternatively, the hydraulic brake supply. Other items of equipment that appealed, for they are now rare, were a reserve fuel tap, a rear window blind and a lever adjustment for angle of the front seat back rest.

My Aurelia recollections will be stored in the special compartment reserved for outstanding cars, and I look forward to trying the 2-litre, introduced as an additional model. One of these made a great impression at Le Mans in June for its quiet, fast run, finishing twelfth and winning its class.

Cow Town

THOUGH the ponies and cattle which roam freely in the New Forest can be a hazard on the long, straight and otherwise excellent roads, they lend a certain charm to Lyndhurst, the little "capital" of the forest. A colleague who has passed that way tells me that the cows still lounge everywhere, propping up lamp posts, resting in shop doorways, lying loose-jointedly in the streets. They looked, he said, like Australians who had liberated a city, for it is well known that Australians can march, run and fight for days on end but cannot remain upright when stationary without support.

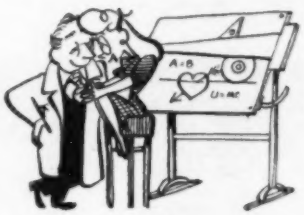
Windtone horns have no effect on the moonlike calm of these cows. Motorists from the cities have to get out, and push or carry each cow off the road, but country drivers move them with a friendly "Wurrp theere, y'old ———! ", which is correct.

Never say "Wurrp theere, etc." if obstructed by an Australian: they have wonderful powers of repartee.

✦ ✦ ✦

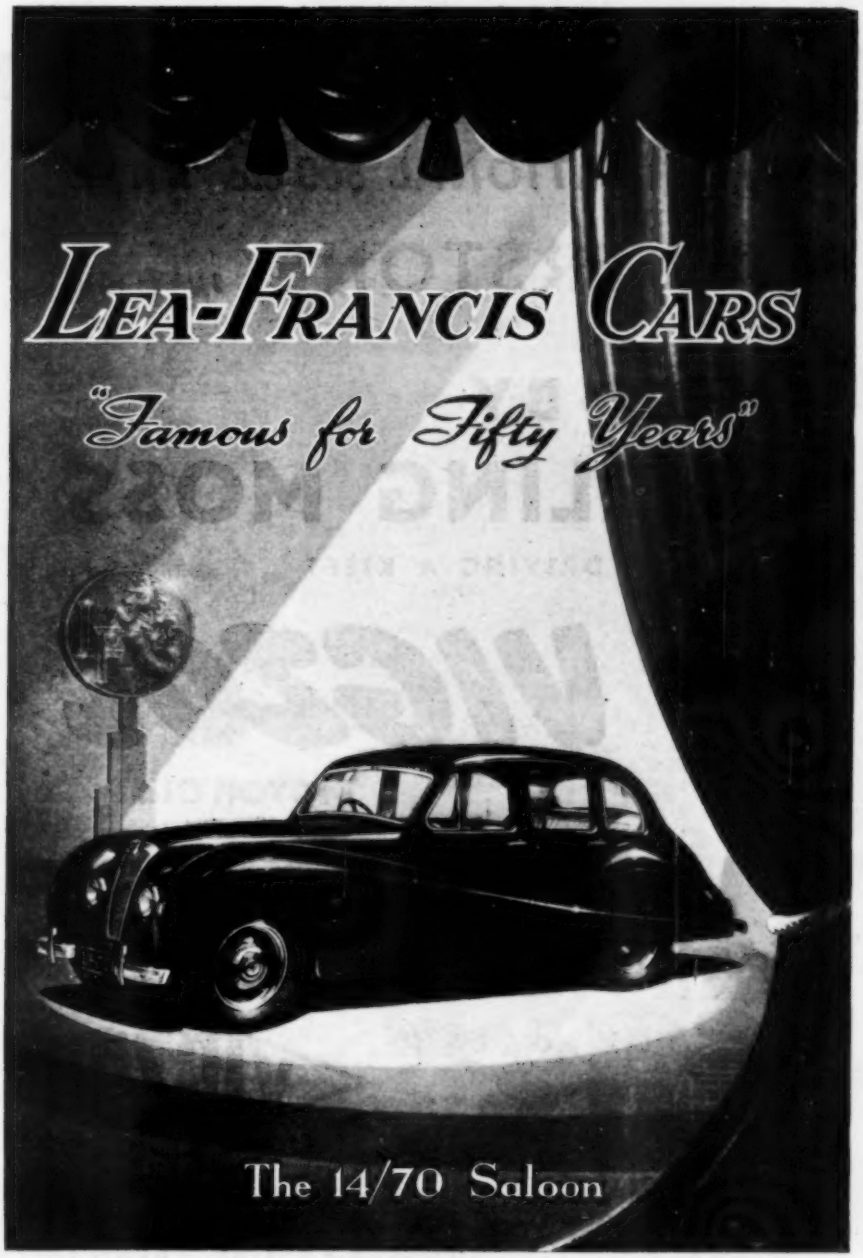
No Good ?

NOTHING is more tiresome than the way some people like to pretend a great knowledge of cars by the process of "knocking." The temptation is a natural one, for a remark to the effect that the new So-and-so is no good, all the rear axles pack up, sounds more sophisticated than the view that it seems quite a nice car. I remember, long ago, a young man who stoutly maintained that a certain sports model "always blew up." What he meant was that *his* had. Missing a racing change, he had caused the revs to soar to an astronomical figure. All that were built, now vintage, seem to be in existence. They are rather slow, but quite indestructible.



Dizzy designer.

I have met a number of designers and not one of them quite fitted the saloon bar picture of the dizzy designer who is responsible for the so-and-so being absolutely a menace on the road, old boy.



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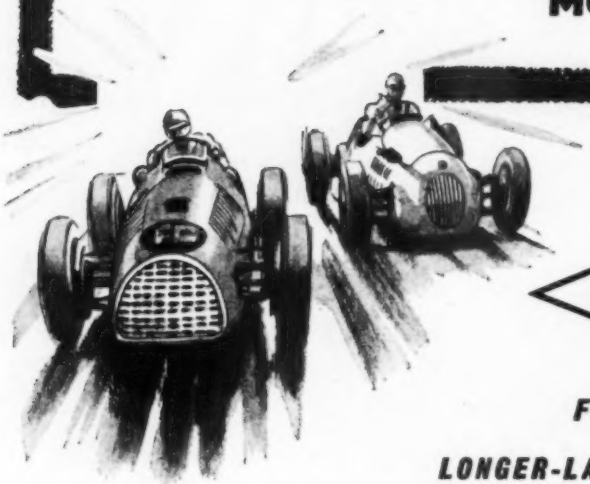
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NEWS and VIEWS

Cars in Rhodesia

PLANS are afoot in Rhodesia for a new £100,000 plant to assemble European cars for local use, and it is also hoped to export completed cars to South Africa.

Berlin Show

AT the Berlin show, planned for September 6-16, Austin, Ford, Jaguar, Armstrong Siddeley, Standard and the Nuffield and Rootes groups are the British makers whose cars are expected to be on show.

Chrysler in Australia

AS many Australian-made parts as possible will be made by a company, Chrysler (Australia), Ltd., which the American manufacturer is forming. This will ease the dollar problem of the import of Chryslers.

15 to 1 Against

ACCORDING to the analysis of breakdowns compiled by the A.A., the odds against a member having a breakdown in any one year are 15 to one. And this in spite of more than half the cars being at least 12 years old.

Lightest Africa

IN South Africa, the Government is spending £20 million a year on rural and urban roads, yet income from licences, petrol taxes and import duties on cars is only £15 million. It is hoped that national roads, which are being built at a rate of 200 miles a year, will be completed in 1960 to the extent of 5,000 miles.

Level Crossings

MORE than 4,500 accidents at level crossings in 14 European countries in 1949 killed 500 people and seriously injured more than 600, according to the U.N. Economic Commission for Europe. The commission has recommended that level crossings carrying heavy traffic should be abolished and that no new ones be built.

Affray Target Passed

THE original target of £100,000 for the H.M. Submarine *Affray* appeal fund has been exceeded. The appeal was made by the Lord Mayor of Portsmouth and the Mayor of Gosport, and contributions by the motor and allied trades were collected by Erskine Motors, of Gosport, for the fund. Erskine Motors' appeal resulted in £3,273 13s which, with donations from motoring firms sent straight to the Lord Mayor and Mayor, made up a total in excess of the £5,000 target.



Silverstone? No; car parks at the Cambridge Royal Show, this month, holding 13,000 cars a day and organized by Auto-Parks, Ltd., of London.

TWO MEN FOR TOWING

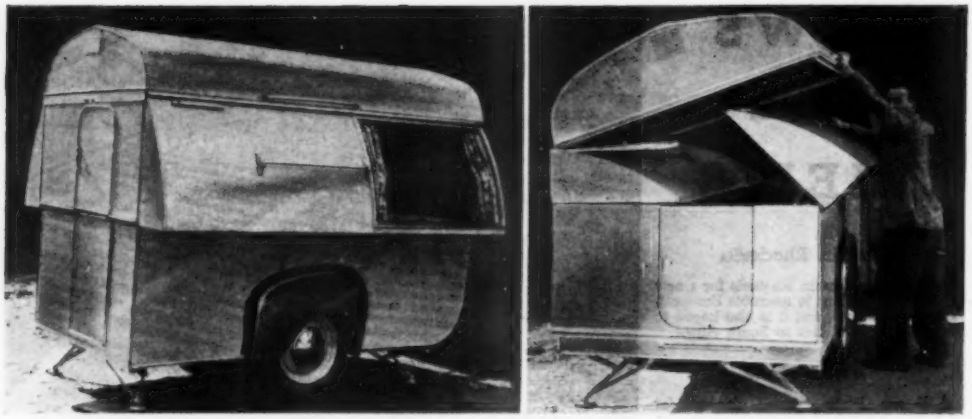
LAWYER-ON-WHEELS writes: A point of considerable importance to garage proprietors and indeed to all of us with caravans, or who tow vehicles to and from race meetings, was decided by the Divisional Court early this year (HUNTER v. TOWERS). Section 17 (2) of the Road Traffic Act, 1930, says that when a trailer is drawn by a motor vehicle one person, in addition to the driver of the vehicle, shall be carried either on the vehicle or on the trailer. By reg. 85 of the Motor Vehicles (Construction and Use) Regulations, 1947, Section 17 (2) does not apply to an "articulated vehicle," which is defined in reg. 3 (1) as "a . . . motor car with a trailer so attached to the drawing vehicle that part of the trailer is superimposed upon the drawing vehicle, and . . . not less than 20 per cent of the weight of its load is borne by the drawing vehicle."

Facts of the Case

A garage proprietor sent his servant out in his breakdown lorry to bring in a disabled 2-ton Bedford lorry. The front of the Bedford was hitched by a cable to the crane mounted at the back of the breakdown lorry; a rigid towbar was fitted between them, and so the cortège came safely home—no, not quite safely, for the police stepped in and said that a trailer was being drawn and only one man was with the two vehicles, contrary to Section 17 (2). This was an articulated vehicle, the garage proprietor retorted, and not less than 20 per cent of the weight of the Bedford was borne by his lorry. And the justices agreed with him, dismissing the information.

The Divisional Court, however, held otherwise on the simple ground that Reg. 3 (1) said that part of the trailer had to be superimposed on the towing vehicle, whereas here the fact was that no part of the Bedford was superimposed on the towing lorry; on the contrary, a towbar held them apart. True, the front of the Bedford was suspended from the crane on the breakdown lorry, which accordingly bore the necessary part of the weight of the Bedford. But the regulation did not say that tower and towed would be an articulated vehicle if the *weight* of the latter were superimposed. A *part* of it had to be superimposed, and that was clearly not the case here.

It would really seem that there is a case for amending the regulation; for when the front of the towed vehicle is hitched up from a crane or other device on the towing vehicle, the two being held rigidly together by a towbar, the effect is exactly that of an articulated vehicle. But pending any such amendment, the moral is clear: if you are towing your racing car in the ordinary way it is a trailer, and there must be two of you. The only case in which one person alone may do the job—towing the racer or bringing in a disabled vehicle—is if a part of the towed vehicle actually rests on part of the towing vehicle. The most elaborate arrangement of crane, chain and towbar will not do.



The caravan fully erected and also during erection, with the side pieces being hinged and the roof raised.

A FOLDING CARAVAN

AMONG the advantages of the folding caravan are those of easy towing, resulting from the compact design when folded, and easy stowage. The latter is, perhaps, the more important as, to the chagrin of many owners of compact, well-riding caravans, towing speeds are restricted by law.

This design, which is in production by the Newport Coachwork Company, of Countess Weir, Exeter, is called the Wanderer. Its length is 8ft, and the height when folded is 6ft. The price is £285. Headroom of 6ft is provided when the van is expanded, and the weight is stated to be only 8 cwt. The body construction is double-skinned hardboard for the lower portion, with a front end of double canvas. Folding takes place by means of two aluminium bascules which hinge inwards, allowing the aluminium roof to drop down. The hinge lines and joints are sealed by means of canvas flaps. Folding can be done quite easily and quickly, without the use of any tools.

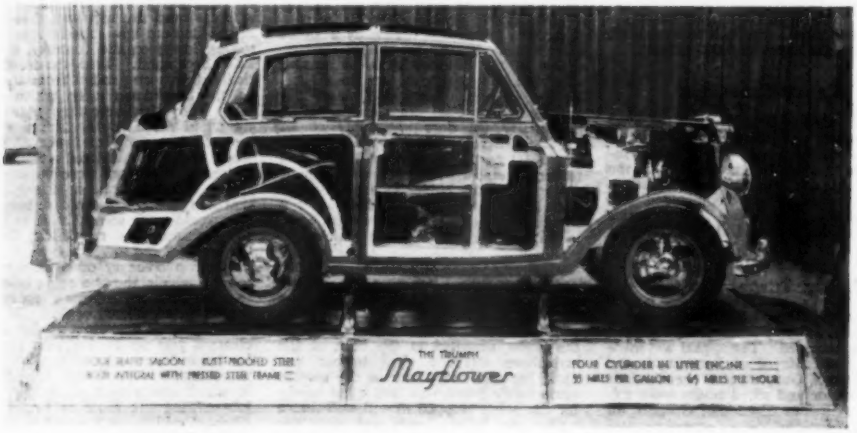
The value of this variety of caravan lies perhaps in its use by the man on a lone fishing or shooting trip or for providing emergency accommodation for travellers. There is a double bed at the front of the tiny interior, and a portable hot-plate is operated from two small gas cylinders. A plastic sink and draining board are fitted. Below the main bed is a locker which can be converted into a small child's bed.

An unusual independent suspension is employed, with half-axles pivoting at the centre of the chassis, sprung by two quarter-elliptics.

Advantages of this design can easily be imagined in Continental touring, and the compact size when folded makes the caravan-car outfit considerably more "navigable" than usual in narrow lanes or on awkward sites.



Mr. Michael Whitfield has been appointed a director of the Standard company. He is also the general manager. He joined the company in 1932, returning after war service as repairs manager.



This sectioned Triumph Mayflower, on show in the Transport pavilion at the Festival of Britain, was made entirely by apprentices. Even the carburettor, battery and heater are cut away.

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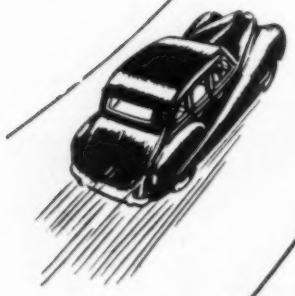
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V for Versatility

CONCLUDING ARTICLE ON THE DEVELOPMENT AND PROSPECTS OF AN EVER PROMISING TYPE OF ENGINE

by John Rabson

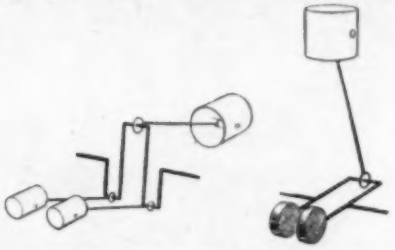
IN the first part of this article (July 13) some of the reasons for adopting a V-type layout were considered and firing intervals relative to V angles were discussed. Another perplexing factor when deciding which type of engine to use is balance. This is not so easily understood as firing angle, but it is necessary only to analyse the fundamentals (or what is going on inside) to realize that it is not, perhaps, so complicated as is often supposed. First of all, what is there to balance? Several things—rotating parts, reciprocating parts, gas pressure and inertia forces (which vary throughout the cycle), and torque variations and reactions.

It is only the first two items on this list that can be balanced by mechanical means. If a single-throw crankshaft with no balance weights is rotated, an out-of-balance force will be produced. To get some idea of what this force is like, it acts on the crankshaft bearings in a similar way to the pull felt on one's hand if a ball attached to a piece of string is rotated at speed. In other words, there is a force applied to the crankshaft bearings which changes its point of application as the crankshaft rotates and in so doing describes a circle. If a balance weight of equal moment is attached diametrically opposite the throw of the crankshaft, this out-of-balance force will be eliminated. But it is not generally possible to do this, as the connecting rod would hit the balance weight. Therefore it is usual to split the balance weight into two parts and attach one to each web of the crank. It is necessary to use two balance weights, as a single weight on one web would produce a rocking couple, although the crankshaft would be in perfect balance statically.

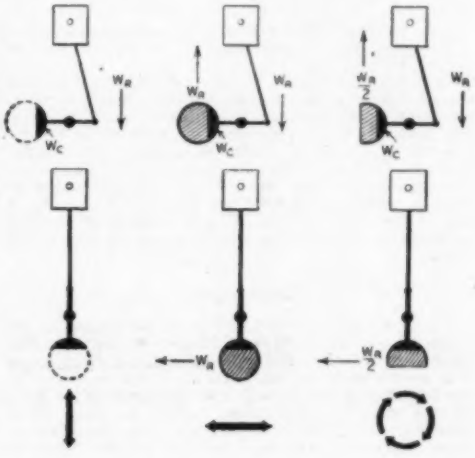
Static balance means that if the journals of the crankshaft were placed on knife edges (so that the shaft is free to roll) it would stop in any position. An unbalanced shaft, on the other hand, would stop with the crankpin in the lowest position. Balance is not complete at this stage, as, although it is possible to balance rotating masses quite simply, a reciprocating mass presents its own problems. When the piston and connecting rod are moving downwards (or upwards) there is an unbalanced reciprocating force which can be completely balanced only by applying an equal and opposite force. By fitting two extra crank throws, one each side of the main crank throw and located at 180 degrees to it (see next column), dummy pistons can be arranged in such a way that they will produce the required reciprocating balance. Although this method is theoretically correct, it is much too complicated to put into practice, as there are all the extra moving parts associated with a multi-cylinder engine and none of the advantages of that type. The balancing force is produced in another way, which is, as with so many engineering problems, a compromise.

It has been shown previously that one rotating mass can balance another rotating mass, but it is also possible partially to balance a reciprocating mass by a rotating mass, and, briefly, the idea is to increase the magnitude of the balance weights on the crankshaft so that the vertical component of these weights acts in an opposite direction to the reciprocating components and so produces balance. But, unfortunately, the reciprocating components cannot be completely balanced in this way, as if the increase in balance weight were equal in moment to the piston and connecting rod, the out-of-balance force and its consequent vibration would merely be shifted from the vertical to the horizontal plane. Therefore it is usual to arrange the magnitude of the weights balancing the reciprocating masses so that they are equal to half the moment of the latter. This has the effect of reducing the vertical out of balance by half and introducing a horizontal out-of-balance force equal in magnitude to the resultant out of balance in the vertical position.

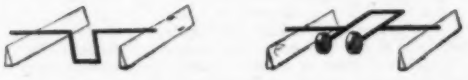
With a V-twin engine with cylinders set at 90 degrees,



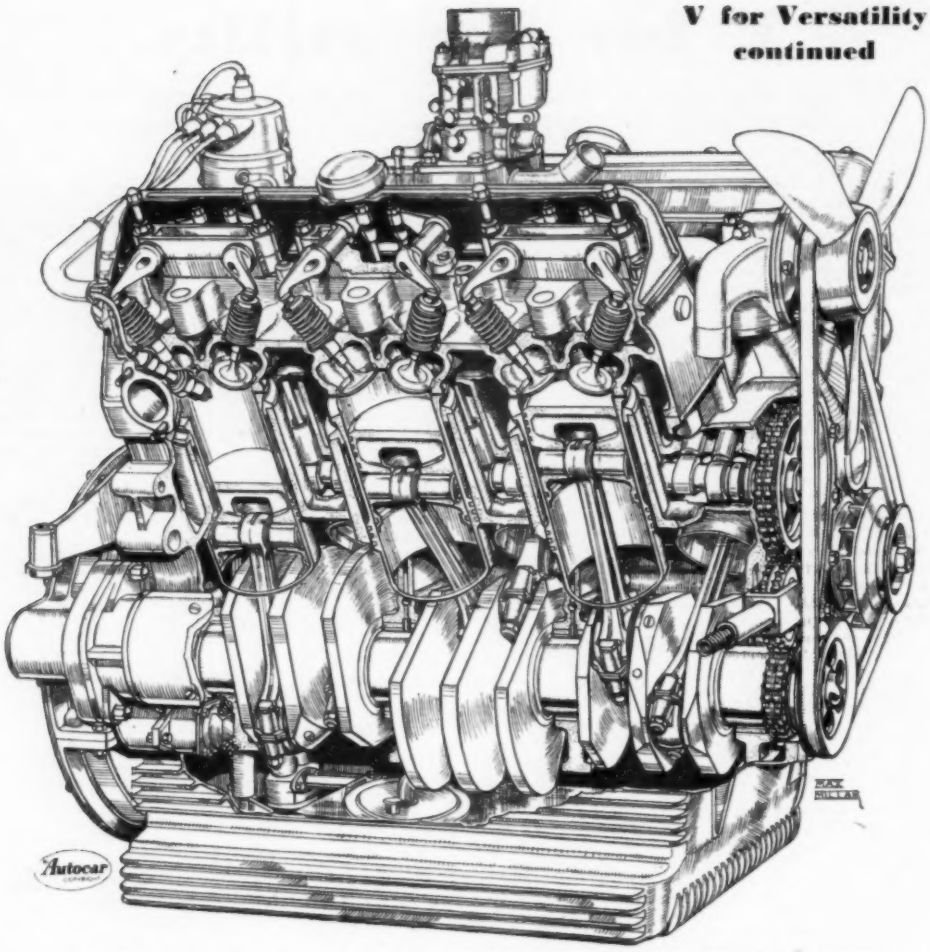
Above : It is possible to balance a reciprocating mass completely by another similar system of parts working in the opposite direction ; however, this method is too complicated and balance weights on the crankshaft can be arranged partly to compensate for reciprocating forces.



Right : The heavy arrows below the diagrams show how the resultant out-of-balance force can be altered with a variation in magnitude of the counterbalance weights. (W_R = reciprocating weight, W_C = rotary weight.) Below : Unbalanced and balanced cranks.



V for Versatility continued



One of the latest developments in V engine designs is the six-cylinder Lancia Aurelia which in its 1¼-litre form develops 56 b.h.p. at 4,000 r.p.m. The wide spacing of the cylinders enables very simple valve gear to be used.

the problem of balance is perhaps less complex than with a single-cylinder engine, as there are two sets of reciprocating parts moving at right-angles. These two forces combine and produce a single constant radial force which can be balanced by a suitable weight diametrically opposite the crankpin. This eliminates the primary out of balance on a two-cylinder V-engine, but a secondary unbalanced force remains, which, incidentally, has twice the frequency of that of the crankshaft rotation, and therefore the V-twin has the same degree of balance as a four-cylinder in-line engine.

Alternatives

A V-eight engine can have two crankshaft arrangements, a simple type of four-throw crank with the throws at 180 degrees, or as is generally used today, a four-throw crank with throws at 90 degrees. The first type was used in the Rolls-Royce "Legalimit" and the second in the Ford V8 and most V engines today. With the single plane crankshaft the direction of the secondary out-of-balance forces depends on the angle between the two banks of cylinders. With a 90-degree V there is a firing impulse every 90 degrees of crankcase rotation, but an out-of-balance force in the horizontal plane (looking at the front of the engine). Any V angle from 0 to 180 degrees can be used, but the components of vertical and horizontal out-of-balance force will vary accordingly. If the V angle is reduced to 60 degrees, the out of balance will be in the form of a rotating force, which, unfortunately, cannot be balanced by a rotating mass attached to the crankshaft, as the force rotates at twice the crankshaft speed. Also the firing impulse will occur alternately at 120 and 60 degrees, as distinct from every 90 degrees with a V of that angle. If a crankshaft with throws spaced at 90 degrees is used, it is possible to build a V-eight with 90 degree V-angle where both primary and secondary out-of-balance forces are eliminated. This was done many years ago by the Ford Motor Company, who produced what can perhaps be called the father of all modern V-eight car engines.

A four-throw crankshaft with throws at 90 degrees was not used in the very early engines such as the Rolls-Royce "Legalimit" because it was a more complicated shape to produce, especially by the forging methods which were in

use in those days. Ford's overcame this problem by casting the crankshaft, an innovation at the time, but it permitted cheap quantity production of a very complicated shape.

The Ford approach to the V engine was essentially that of a manufacturer wishing to produce a robust and efficient engine in very large quantities and at a minimum cost. The main cylinder block casting had three upper machined faces, of which two accommodated the cylinder heads, while the third, horizontally placed between these two, carried the inlet porting. This solved the problem of matching a single manifold casting to two banks of cylinders. A dual carburettor was fitted, which prevented any problems of carburettor unbalance of the type associated with multiple carburettors. Located above the crankshaft, the camshaft, running in three bearings, operated the side valves in the conventional way by means of short non-adjustable tappets. The valve clearance was adjusted by grinding the ends of the valves. The oil pump was driven from the back of the camshaft by means of gears, while the petrol pump located high up to the rear of the engine was operated by push rods and bell crank mechanism. Twin water pumps were fitted and these were driven by a single belt which also rotated the dynamo and fan. The ignition distributor was mounted on the front end of the crankshaft and consisted of an eight-lobe cam and two contact breakers.

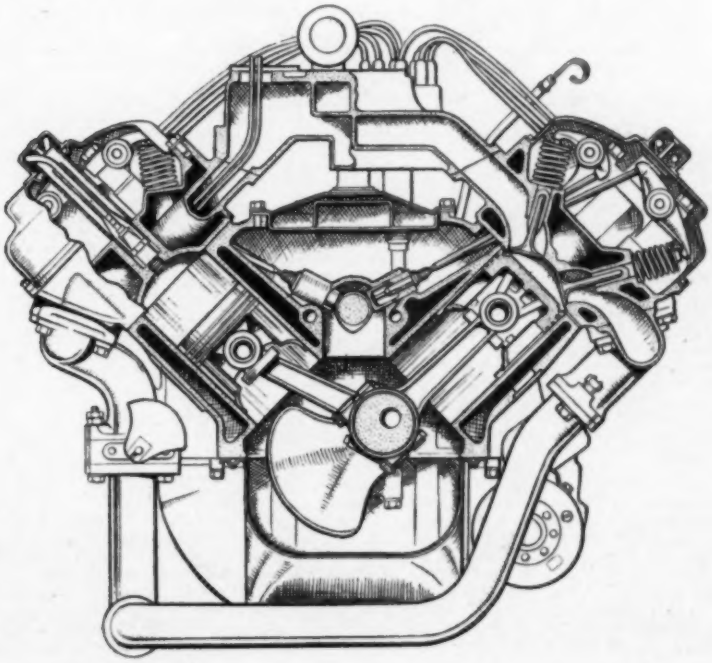
Getting Smaller

While the Ford V8 pointed the way for the car of around 20 R.A.C. horse power rating or over, the possibility of a V arrangement for a small size engine was investigated by Lancia. This company produced a whole series of what can be called "staggered V" engines, starting with the Lambda in 1922. With the exception of the V-eight Dilambda, all pre-war Lancia engines were of V-four formation and one of the best known in the Aprilia, which was first built in 1937. The V-four was no doubt originally designed with the idea of producing a power unit of extreme rigidity rather than one of short overall dimensions, as no attempt was made to cut down the length of the bonnet. In fact, the exhaust pipes projected from the back of the cylinder head casting several inches before turning downwards in the normal way.

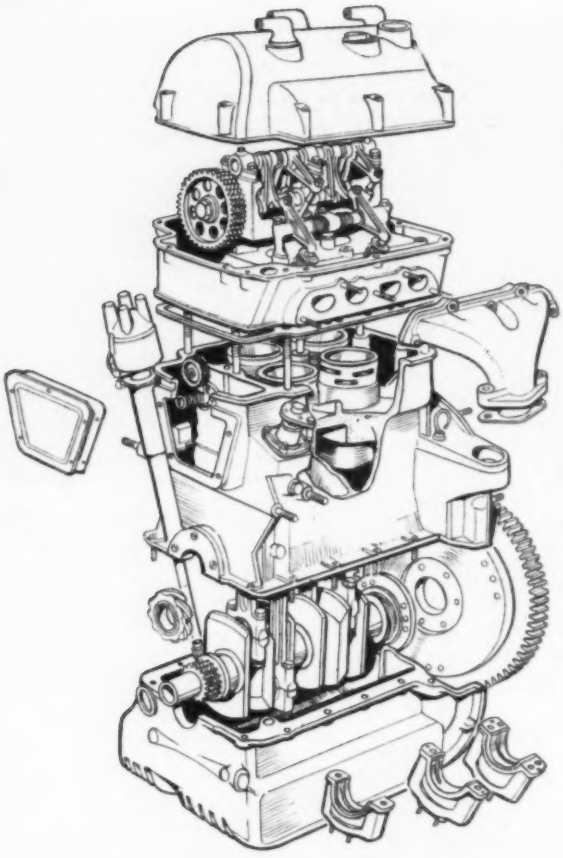
Fore and Aft Length

It was not long before the potential advantages of the short engine were realized, and one has only to sit in the rear seat of a pre-war Aprilia—a car of moderate overall dimensions—to realize the gain in passenger space that a V-type engine allows. Why have V-four engines been produced in any quantity by only one manufacturer? There is nothing fundamentally wrong with the layout from the design angle. A four-throw crank is used, and with modern machines it should be no more difficult to produce a shaft with throws in two planes than one which has its throws in one. The cylinder block and head castings should present no particular problems, and, in fact, the only part of the engine that is likely to require extra attention is the valve gear, which on pre-war Lancia engines, it must be admitted, had a greater number of parts than a conventional push-rod overhead valve gear—nevertheless it did operate inclined valves seated in hemispherical heads from one camshaft. Generally, it is possible to provide more simple and direct valve operation with a V engine than with a vertical in-line unit.

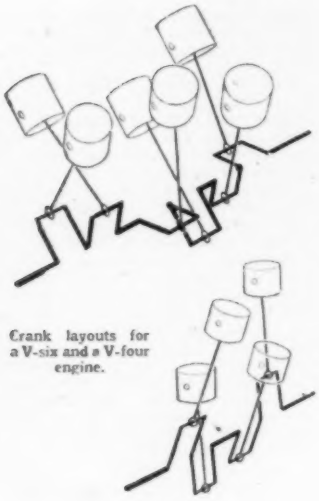
With a side valve layout the camshaft can be relatively much higher up and farther out from the centre lines of the cylinders on a V engine. This in turn can enable a more compact combustion chamber to be designed. Also, if a high performance engine is required, the position of the camshaft will enable inclined valves (working in a hemispherical head) to be operated without the added complication of a "cross-push" layout. Lancia Ardea and Aurelia engines have yet another system of valve operation which is worthy of note owing to its simplicity. They have a greater distance between cylinders in the same bank



The Chrysler 180 h.p. V-eight is one of America's latest power units; the inclined valves are operated by rockers and push rods from a single camshaft mounted above the crankshaft. Two small tubes can be seen in the exhaust jacket that heats the inlet manifold; these pick up heat to operate the automatic choke.

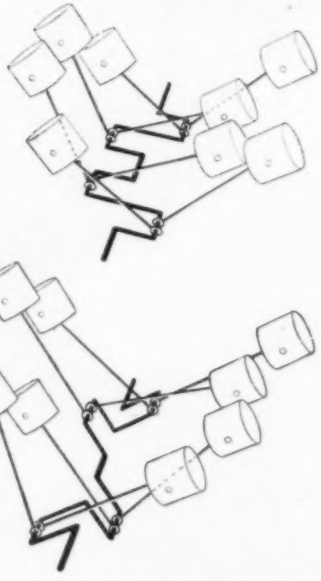


Although short in length, the Aprilia engine is rather high, owing to the necessity of accommodating the overhead camshaft and lever operated inclined valves.



Crank layouts for a V-six and a V-four engine.

Two arrangements of crankshaft layouts for a V-eight engine. Because of the better balance obtained the two-plane shaft (with cranks at 90 deg) is used today.



(because of the crankshaft arrangement) than a usual V engine has, and this increase in space enables the inclined valves to run in line with the longitudinal centre line of the car. The push rods operate cranked rockers mounted in detachable pedestals—an arrangement used for many years by motor cycle manufacturers. This is a distinct improvement on the rather complicated system used on the pre-war engines.

The V-six Lancia engine is perhaps one of the most advanced engines so far produced, and it is another example of clever compromise. The engine length is not as short as one would at first expect, yet it is considerably shorter than a six in-line engine, and the extra space between the cylinders permits the use of simple valve gear similar to that of the Ardea engine. Even firing with one impulse every 120 degrees of the crankshaft is obtained by spacing the crank throws at 60 degrees. The primary, and secondary, balance is good, but there is a primary and secondary rocking couple. This is a theoretical snag and is, perhaps, one reason for mounting the gear box in unit with the rear axle mechanism. By doing this, the magnitude of the mass affected by the couple will be reduced, and in consequence the engine mountings will have less work to do.

The V-six engine has so many potential advantages that in time other examples of the type will, no doubt, be presented. It is very suitable for the 2-litre car which is considered by many as a useful size, a type of car that must have smooth, quiet performance, low weight and plenty of passenger space. A V-six engine would "fill the bill"—without the added complication of eight cylinders, which will remain attractive for the largest cars. In brief, two cylinders for cars up to 600 c.c., a V-four for the 1,000-1,500 c.c. class, a 2-litre V-six, and the V-eight for cars of 3 litres and over.



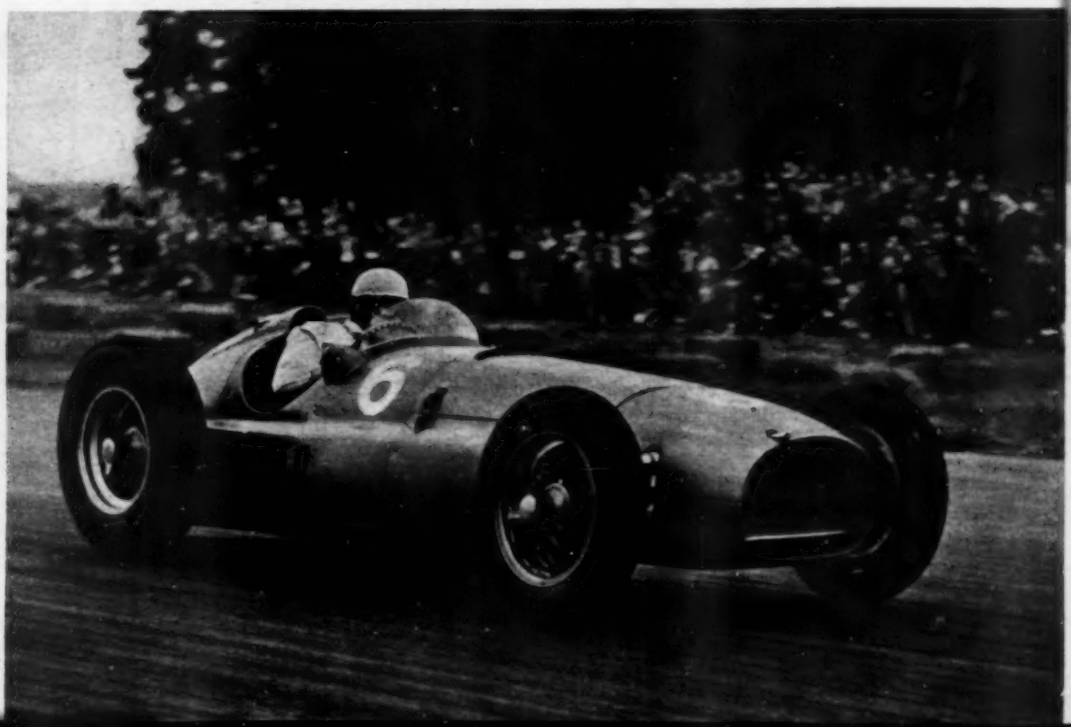


Winners both! On the right, Froilan Gonzalez, urging the 4½-litre Ferrari to still greater speed up a short straight stretch; on the left, Stirling Moss, unruffled as ever, bringing the Kieft-Norton round Stowe corner extremely fast in one beautifully controlled drift.

THE BRITISH GRAND PRIX

FULL REPORT AND MORE PICTURES ON PAGES 840-843

At last Britain has been represented by a modern design in the result of a Grand Prix race: Reg Parnell brought this B.R.M. home in fifth place, a very courageous effort in most trying conditions of great physical discomfort.



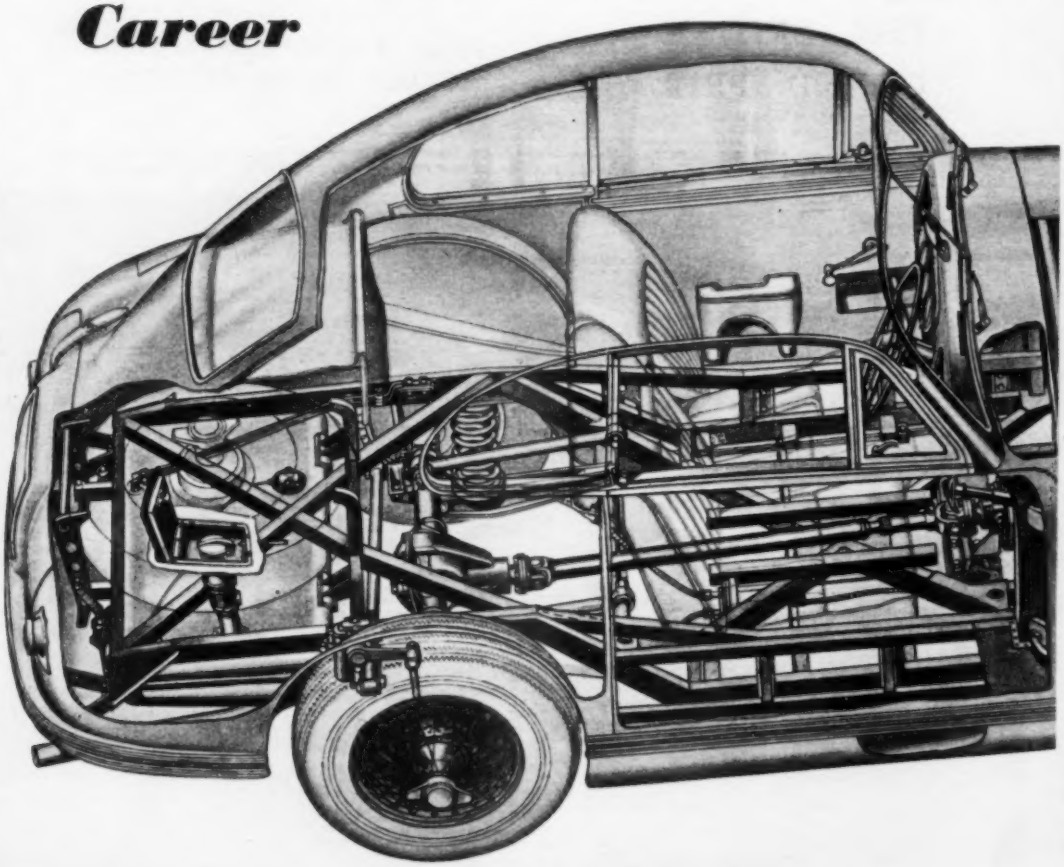


In Le Mans trim after adding third place in this year's 24-hour race to a notable record of success, VMF 64 has a new bonnet with the latest type grille. There are Marchal yellow-beam head and spot lamps and an amber identification light in the rear quarter.

A Car with a Career

SOME cars seem destined to draw the spotlight and hold it. Take the Aston Martin D.B.2 saloon VMF 64, for example. It made one of the outstanding British performances at Le Mans last year, when it was driven by George Abecassis and Lance Macklin, finishing fifth in the general category at 87.26 m.p.h. and tying for first place on Performance Index. Before that it had been driven by the late Raymond Sommer on his memorable run in the 1950 Production Car Race at Silverstone and by September it was in Northern Ireland, where Lance Macklin brought it home third in its class in the T.T. race.

For some months afterwards it had a somewhat quieter life, being used for business journeys by Mr. David Brown, head of the group which controls Aston Martin and Lagonda, but early this



IMPRESSIONS OF A FAMOUS ASTON MARTIN

by Gordon Wilkins

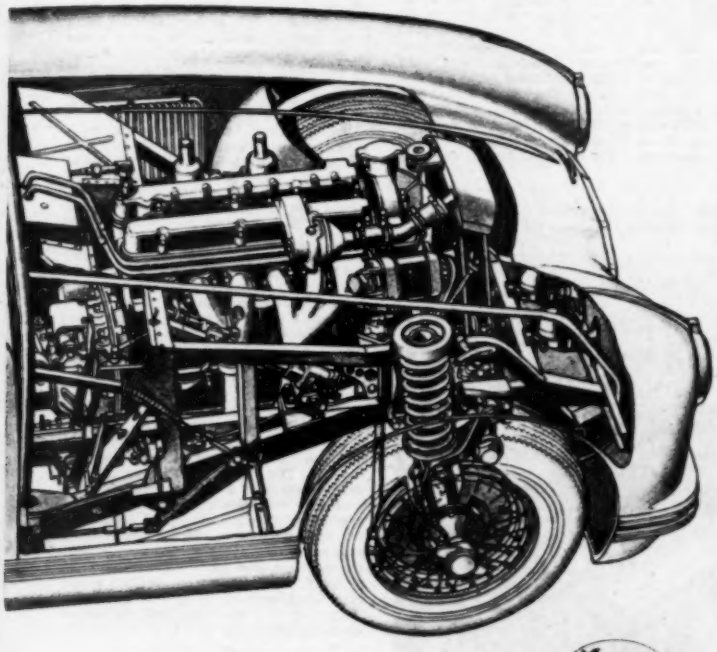
year Mr. Brown decided to lend the car to T. H. Wisdom for the Mille Miglia race. The service department at Feltham gave it a thorough check over and towards the end of April the car was on its way to Brescia.

The result was a success which created a considerable impression in Italy, for the car covered the difficult route of over 970 miles at an average of 68.79 m.p.h. and won the class for fast convertibles and closed cars of production type over 2,000 c.c. with a margin of six minutes ahead of Amendola's Ferrari.

After that it came back to England and was soon handed over to the experimental department of the Aston Martin works to be prepared for the Le Mans 24-hour race. The treatment was rather more extensive this time and a two-pronged programme was undertaken to produce more power and less weight in an effort to improve on last year's performance. The compression ratio was pushed up to 8.16 to 1.

Meanwhile appropriate steps were taken within the framework of the regulations to jettison unnecessary weight. The bonnet was given one of the new light alloy radiator grilles, the interior trim and head lining were removed and very light seats were installed. These alterations permitted a change in the axle ratio, which was lowered from 3.77 to 1 to 3.27, allowing a very high cruising speed to be maintained down the long straight from Tertre Rouge to Mulsanne without overstressing the engine.





R. C. POULTON

This drawing of the Aston Martin DB 2 in standard trim shows the frame structure built from welded square sectioned tubes. Front suspension is by trailing arms and coil springs, and at the rear a rigid axle is located by twin radius arms and a Panhard rod. The lightening process for this year's Le Mans race included removal of most of the interior trim (see photograph above), and instead of the usual winding windows there were sliding plastic panes. The driving seat had a white linen cover.

Once more VMF 64 rose to the occasion, making the best performance of all the five Aston Martins which made such a brilliant showing in the race. Driven once again by Lance Macklin, who this time had Eric Thomson as co-driver, it won the three-litre class and finished third in the general classification at an average of 90.00 m.p.h. In the excitement over the high speed at which this year's race was won it is easy to overlook the fact that this 2½-litre saloon, in finishing third, maintained a higher average speed than Rosier's 4½-litre Talbot when it won last year's race, despite the bad weather conditions this year.

As soon as it came back to England the car was handed over to *The Autocar* for a brief test, which provided some very interesting comparisons with the extremely fast standard model which passed through the hands of the staff in the course of the ordinary road testing programme at the end of 1950. It was still in its Le Mans trim, with white circles on the drab olive-coloured paintwork, where the race numbers had been painted out. When it was weighed, with the 27-gallon tank nearly full, it scaled 2,534 lb, which suggests that the dry

Autocar COPYRIGHT

A Car with a Career . . . . . continued

weight has been brought down to about 200 lb below that of the saloon used for *The Autocar* Road Test (November 17, 1950).

Once one was seated inside the car, the first reaction was the feeling of surprise that so much space could be made available inside such a sleek shape with a roof line little more than waist high. The facia has four circular dials, the one on the extreme left comprising a group of switches, some of which were no longer in use. Next to it was the speedometer, and then a group comprising fuel gauge and oil level indicator, the latter not coupled, the ammeter, oil gauge and radiator thermometer; finally, there was the rev counter reading up to 6,000 r.p.m., with no red marks on the dial whatsoever. An additional dial to indicate oil temperature had been accommodated in the cubby hole, and there was a control for a screen spray, a very vital item when racing in a closed car. On the bonnet in front of the windscreen the air scoop, which normally supplies the heater, had been adapted to feed cool air straight down to the toeboard. The winding windows had been replaced by sliding plastic panes and the bare metal of the roof was exposed. It was all simple, stark and serious.

The engine started easily, and the tedious initial stages, moving a few yards at a time through the traffic jams of central London, illustrated once again the extraordinary tractability of the modern sports racing car. The clutch was light and smooth, the steering light and high-geared, and the driving position exemplary. Above all, there was that superb David Brown synchromesh gear box, with its close ratios, which simply asked to be used continuously.

Carburation

The tank was still full of 80 octane fuel, so that no appreciable amount of pinking was experienced, even on the compression ratio of 8.16 to 1, but the modifications to obtain the utmost in power output had entailed some sacrifice of flexibility as compared with the DB2 engine in standard form. This was the first time Aston Martin had used three twin-choke Weber carburettors instead of the standard arrangement of twin S.U.s, and they were bolted directly on to the block, giving short, simple inlet tracts well adapted for the production of the utmost in power output at high r.p.m., but if the throttle was opened suddenly at low speeds there was a considerable flat spot which enlarged itself into a depressed area hedged about with occasional bouts of spluttering. Smooth progress in crowded traffic, therefore, demanded a certain amount of finesse with the throttle, feeding the mixture gently, to avoid choking the young horses. The engine, with its normal twin carburettor arrangement, has, of course, a water-heated inlet manifold, which does much to eliminate this difficulty, but hot spots are a compromise entailing a slight loss of peak efficiency which is not lightly to be accepted in racing conditions.

Le Mans cars are not tuned with London traffic blocks in mind and what was much more interesting to the racing driver was the way in which the engine began to chime on six at about 2,500 r.p.m. From there upwards things really happened and it was rather like the moment when a racing motor cycle engine "comes in" on the megaphone. Between 4,000 and 5,000 r.p.m. the exhaust built up to a sonorous scream which was amplified by the bare metal of the saloon body to something like the scream of a jet fighter and it was accompanied by a surge of acceleration which is about the nearest thing to jet fighter performance likely to be vouchsafed to most of us here below.

The getaway in the gears came as a surprise even to people already familiar with the brilliant performance of the standard car. In a startlingly short space of time the dial was showing 5,000 r.p.m. in third gear, which, on the Dunlop racing tyres, is equivalent to about 100 m.p.h., and with a quick snatch into top gear the acceleration could be continued wherever traffic conditions permitted. A few quick checks showed that this car, lightened and more powerful, was capable of reaching 100 m.p.h. from a standstill in 28 or 29 seconds, a clear 10 seconds faster than the excellent figures recorded during *The Autocar* Road Test with the normal production engine running on Pool fuel.

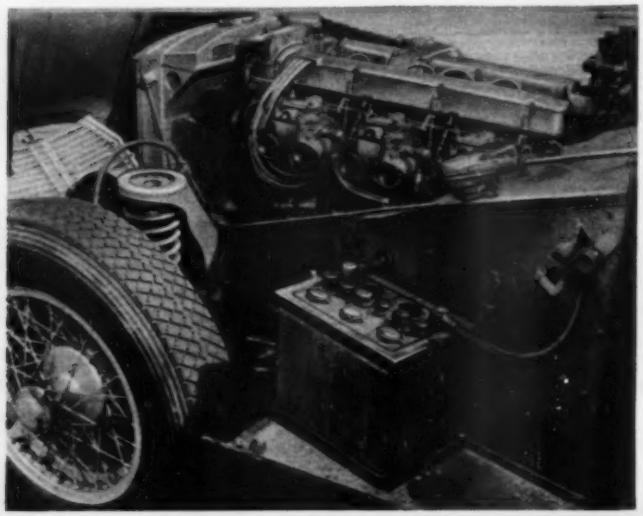
Acceleration

Acceleration of this nature makes it possible to reach and hold speeds of over 100 m.p.h. on quite short stretches of road. It makes the hundred seem quite a normal pace, as indeed it might have been if only our road construction had been controlled by people as far sighted and clear headed as those who build our top-class motor cars. However, a speed of a hundred miles an hour means covering 150 feet a second and that means the driver must look well ahead and think fast. He also needs brakes, and the Aston had them; big, smooth, reassuring brakes which hushed the screaming speed to a gentle rumble without pulling at the steering or jarring the suspension. They had Al-fin drums with deep cooling fins and were entirely free of the juddering tendency remarked upon in connection with the Road Test car, which was later traced to a slight ovality in the drums.

The brilliant amber light of the Le Mans head lamps blazed a path for a memorable night run of swoops, fast corners and breath-taking rushes over the deserted roads of the open country, and after a few hours of sleep the return journey began just as the warm glow of a sunny dawn lightened the sky. It was a trip to be remembered for a very long time, for this Aston engendered a sensation of utter security and complete mastery of every situation. Accelerating hard at one point it went up to 5,300 r.p.m. on third, equivalent to 108 m.p.h., but on top gear there was no opportunity to hold much more than 4,300 r.p.m., which is equivalent to about the same road speed. This is far from the limit of the car's capabilities, for at Le Mans on the straight stretch from Tertre Rouge to Mulsanne it was frequently holding 4,700 to 4,800 r.p.m., and occasionally touched 4,900, representing something between 120 and 130 m.p.h.

Some exhaust boom is expected on a closed car stripped for racing, and has already been remarked upon, but it was only at its peak when accelerating hard at full throttle. The thing which surprised several people who rode in the car was the lack of wind noise even at 100 m.p.h. and over. Notable, too, was the absence of draughts in the interior despite the lack of the usual sealing strips round the doors. Faults observable after the latest 2,000 miles of racing were a slight trace of a vibration period in the transmission and some slackness in the rear dampers, which permitted the tail to twitch occasionally on corners taken at 80 plus.

All too soon it was time to hand the car back, and there was no hope of delaying the process, for there was a lot of work to be done. Within three or four days the car was restored to standard condition. The interior trim was refitted, the normal seats were replaced, the 3.77 rear axle was restored, and the engine was brought back to standard form with the S.U. carburettors. Very soon VMF 64 was on a cross-Channel boat again, and by the time this story appears in print it should be entering on another phase of an extraordinary career—in the Alpine Trial. It is a hard life, but the Aston seems to thrive on it.



Seen in this view are the three twin-choke Weber carburettors and the battery, mounted just behind the left front wheel. Bonnet and wings lift as one unit.



The factory is everywhere extremely light, the evenness or absence of shadows being noticeable. In this view coachwork is being perfected and polished. One of the many details of assembling a modern car is seen in the sketch below, where a coil spring of the front suspension is being pulled up into position.



Austin Progress

NEW CAR ASSEMBLY PLANT IS LARGELY AUTOMATIC AND IS CLAIMED TO BE THE MOST MODERN IN THE WORLD

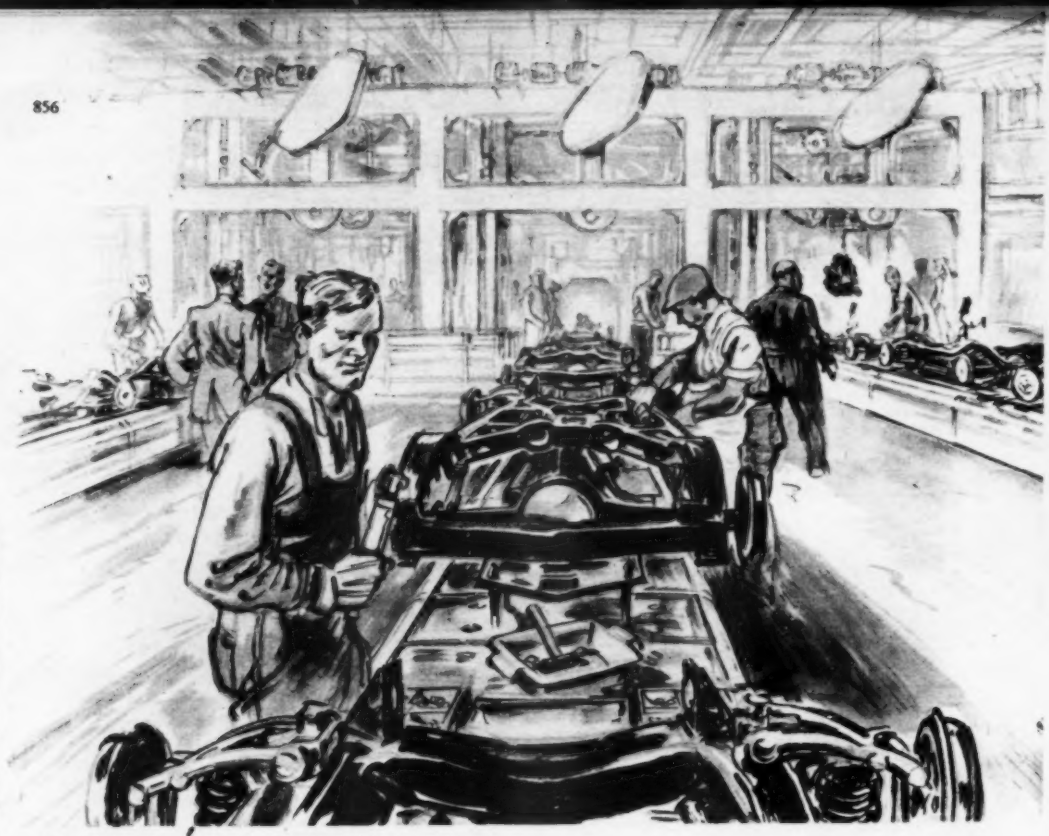
YESTERDAY there was opened by the Minister of Supply at the Austin factory at Longbridge, Birmingham, a new car assembly plant. This is claimed to be the most modern in the world, and few of those who have seen it would deny the proud boast. But it is not only the fine and imposing building, some 900ft in length, fronted by lawns and flower beds, which impels one to accept the claim, for the complex machinery and equipment it houses reduce the task of assembling a car to virtually a series of automatic operations. True, there are operatives in attendance on the vast machine, which is fed with the necessary components at one end—and at certain other points—and which produces finished cars at the other end; but the possibility of mistakes, arising from the human element, is practically eliminated.

Before describing this ultra-modern plant in detail, it is interesting to cast one's mind back forty-six years, for it was in 1905 that the late Lord Austin, then Herbert Austin, founded the Austin Motor Company in a small derelict printing works at Longbridge. He had previously, in 1895, designed and made a three-wheeled carriage propelled by a horizontal two-cylinder engine, which was followed in 1896 by a four-wheeler exhibited at the Crystal Palace Exhibition of that year. From the old printing works there issued in 1906, however, the first real Austin car, a four-cylinder tourer of 25-30 h.p. At the end of 1908 no fewer than seventeen different models had been introduced, and in 1909 the first Austin Seven appeared, a single-cylinder open two-seater which may be considered as a forerunner of the more famous Seven of 1922, since it was an early attempt to produce an economical low-powered car.

By the end of 1910 production had reached 576 cars per annum. Four years later the output had risen to 1,500 cars a year, but the first war then came and there was a switch over to munitions. The post-war depression caused difficulties, but Lord Austin designed the Heavy Twelve in 1921 and the Seven in 1922, both being immediate successes. So the annual output rose from 2,600 in 1922 to 25,000 in 1926.

One can imagine how the original small printing works gave place to larger and larger buildings during this period and how the pay-roll grew ever larger. In 1932 the Ten-Four was introduced and in 1935 the Seven grew up into the Ruby four-seater saloon, although there was no fundamental change in engine or chassis until it was superseded by the Eight in 1939. During 1936 there appeared the Cambridge Ten, the Ascot Twelve, lighter and altogether different from the earlier Heavy Twelve, and the Goodwood Fourteen. In 1939 came the Eight, in February, a new Ten in May and a new Twelve in August. Production had risen to 90,000 cars a year—and then World War II intervened; 118,000 military vehicles were produced in addition to vast quantities of varied war equipment.

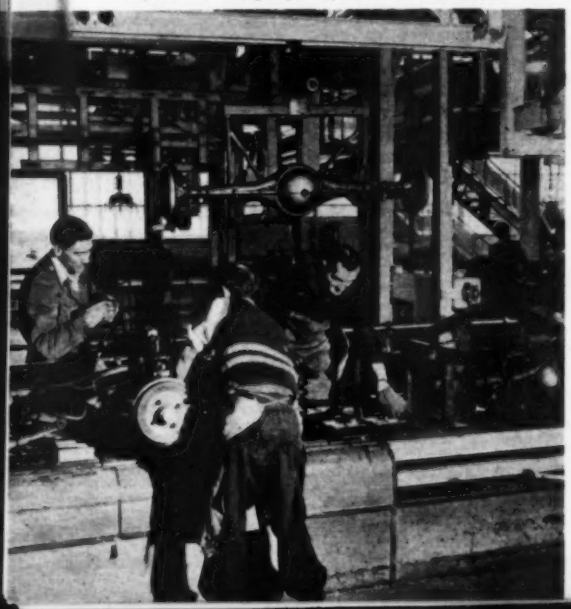
Post-war Austin progress is well known. In 1947 the



A study by Gordon Horner of a great assembly line moving ever forwards under exact control and with the human factor at a minimum.

Austin Progress . . . continued

Detail work : A group of operatives on assembly work.

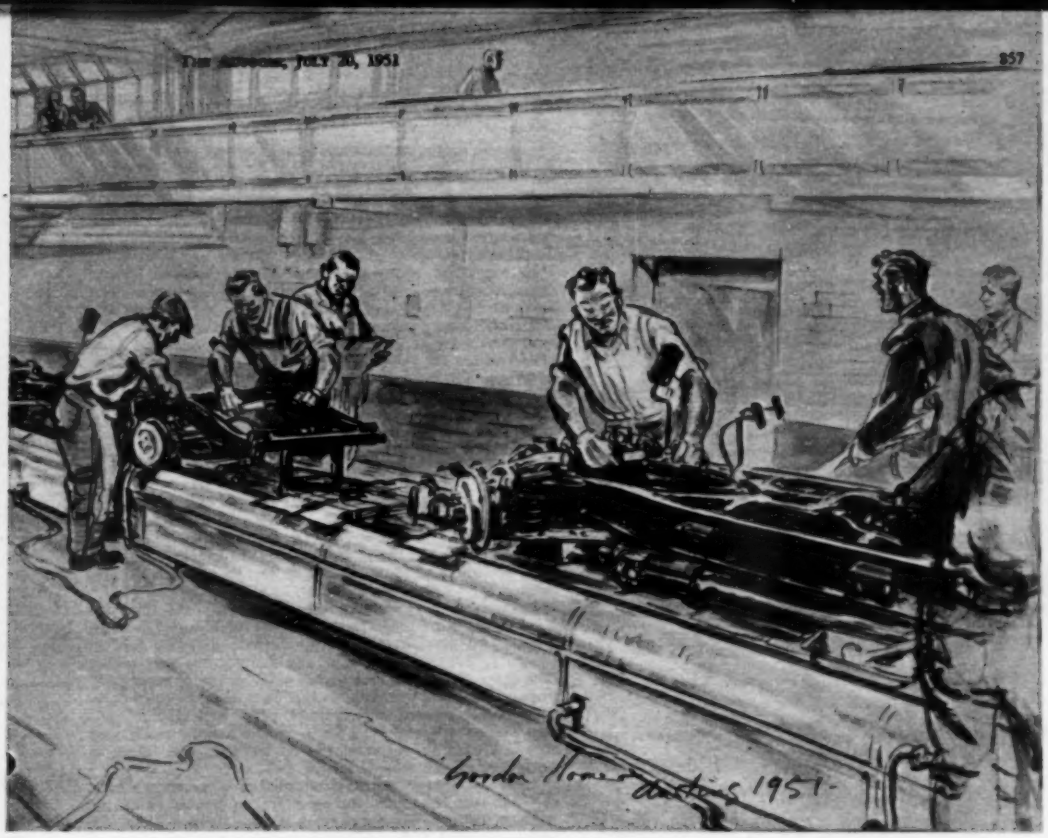


A.40 Devon saloon was introduced and was quickly followed by the Sheerline and Princess, and in 1948 by the A.70 and A.90. Production rose to 136,600 vehicles a year, and in the last financial year, ended July 31, 1950, it reached 157,625. This figure will undoubtedly be raised by the new assembly plant, for it has been designed to produce 2,000 A.40s per week in addition to smaller numbers of the larger models.

The new building is 900ft long and the amount of glass in walls and roof at once strikes the eye—60,000 sq ft of it. At one end is a receiving deck with a "saw-tooth" side, so that numerous trucks can unload supplies of parts and small units and then move off without difficulty. The parts arrive in pallets which fork-trucks lift up into racks in the marshalling stores. From the stores girl operatives place the requisite parts in unit sets on the 700ft long moving assembly tracks, of which at present there are three, one for A.40s, another for A.70s and A.90s, and the third for the Sheerline.

Separating the marshalling stores from the assembly section is a partition, and through passages in these pass the assembly tracks, which are really a number of jigs joined together. The parts are placed on the jigs in certain specified positions; the propeller-shaft, for example, rests on a plunger which it depresses, and which in turn operates switches on the right side of the track as the jig moves along. The first operation as the track emerges from the stores is the lowering of the chassis frame into place and, although this is at present done by hand-operated block and tackle, it will eventually be done automatically, the necessary machinery having been devised and tried out.

The frame rests on supports on the jig, which position it very accurately, this being necessary because when the power unit is lowered into place the operation is entirely automatic. Before that point is reached, however, many other components are first attached to the frame. First are added the spring shackles, the operative having merely



to insert the shackle bolts and spin on the nuts. The petrol pipe and wiring harness also go into place; followed by steering parts, the hand-brake and the clutch pedal.

While this is going on, the chassis on its jig is moving forward slowly but surely until it is beneath an elevator which comes up out of the floor bearing the front suspension units. These are assembled to the frame, and meanwhile the elevator has produced the back axle and lowered it automatically on to a pad on the jig. The axle lies fore and aft, but later it is automatically turned through 90 degrees to lie across the frame ready for attachment to the rear springs.

The rear springs are first attached to their front anchorage points and trail along with the frame until they come into contact with guide rails. These cause them to swing up into position to meet the rear shackles, which are connected to them, and the nuts are then tightened by pneumatic maximum-torque nut runners. Pneumatic rams suspended over the track are hooked beneath the rear springs and lift them so that they are deflected into a horizontal position while the rear axle is bolted to them.

The front suspension springs are placed in position and held by guide pins, and then similar pneumatic rams compress them so that the lower spring pads can be bolted to the lower wishbone links. Brake linkage comes into place, the propeller-shaft is connected to the final drive, and the steering arm, drag links, and track rod are added. All the time the track moves remorselessly on. The rear dampers and the anti-roll bar go into place, followed by the brake supply tank and hydraulic piping, and the stop light switch. Every part, however small, has its allotted moment for joining the ever-growing chassis.

By now the jig has arrived beneath another elevator which conjures the power unit out of the floor and suspends it over the chassis. A few moments later it lowers it gently but very accurately into place, so that the bolts securing the engine mounting brackets to the frame can be inserted, and their nuts run up. The propeller-shaft is coupled up. A dummy steering column and box are added to enable tracking up to be carried out by means of an optical jig, the proper steering column and box being in the body which the chassis will meet later.

Various points are now greased, and covers are put over certain parts to protect them against the paint which is next to be applied. The almost complete chassis is now beneath an overhead conveyor from which hang two large stirrups.

Marshalling components in a corner of the vast stores.

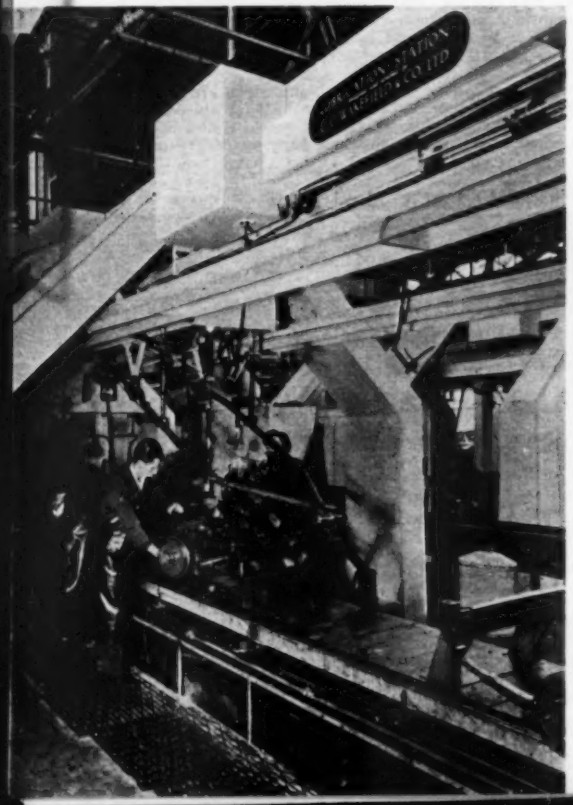




Chassis and body meet for the first time.

Austin Progress . . . continued

One of the Castrol lubrication stations, where the essential liquids are supplied at high speed.



Pneumatic hoists lift the chassis and connect the stirrups to it, all being done automatically. The chassis moves into the painting booth, and the jig it was previously on turns over on its return journey to receive more parts for yet another chassis. Boxes on the jig, which contain nuts, bolts and washers, have their lids closed automatically before the jig turns over.

In the paint booth the chassis is earthed and passes through an electric grid which carries 150,000 volts. The finely atomised sprays of paint are thus helped on their way electrostatically, thoroughly covering the chassis and with a minimum wastage of paint. Then into the drying oven slowly passes the wet chassis, to emerge dry and be lowered on to another moving track. Brakes are bled, and, in the Wakefield installed and equipped lubrication station, engine, gear box and axle receive their respective oils.

The exhaust pipe is fitted, and another elevator produces the finished body, which is lowered on to the chassis by manual control at present, although this also will be done automatically eventually. Now the road wheels go into place, water and petrol are supplied and the car, almost complete, proceeds on its wheels while the steering column and box are fitted, the bumpers added, the seats positioned, and so on. Finally the car is cleaned and inspected; tyre pressures are checked, and it is driven to the despatch department.

But this is only part of the story: To feed this vast machine there are three overhead conveyors running through a 1,000ft tunnel, 20ft below ground, from the other parts of the Longbridge works where the major units and bodies take shape. One conveyor carries axles and front suspension units, another engine and gear box units, and the third complete bodies painted and trimmed. This underground railway system—it is nothing less—has its sidings and points and is controlled automatically by switches and relays in uncanny fashion.

Altogether there are sixteen miles of conveyors, which, together with the tracks and elevators, are connected by 100 miles of cable to an engineering control room. There the walls are lined with cabinets containing row upon row of switches and relays, and in the centre is a desk on which are master switches and flashing indicator lights watched constantly by an electrician, for the machinery is both complex and voracious. Should any small part be missing the whole machine must stop. One small red push-button stops it.

Manufacture by Card Index

Obviously, also, everything depends upon correct planning, for it would cause alarm and despondency were a Sheerline power unit to be produced by the elevator feeding the A.40 line, or for an A.40 body to descend upon a Sheerline chassis! So apart from the engineering control of the plant there is the production planning control, where production schedules are translated into punched cards which are sorted automatically by machines. Those cards control what is loaded on to the conveyors and tracks, and certain blank cards are inserted to give the whole operation a degree of elasticity. A blank card means a blank jig in the track, and corresponding blanks in the conveyors, and if for some reason it is desired to accelerate the schedule a blank card can be withdrawn, which means that another jig will receive its load of unit parts and another chassis will be born. The mechanical conveyor system on which the whole technique depends is the outcome of collaboration between Austin's and Geo. W. King, Ltd., of Hitchin, who are specialists in mechanical handling. The architect of the new buildings is Mr. Howard C. Crane.

Finally, a word from the humanity angle. Those who remember a famous Chaplin film may have visions of hurried and harassed operatives, slaves of a machine, but at Longbridge the man is master of the machine. There are no heavy weights to be lifted, and a hammer and a spanner or two seem the only tools in use, apart from the pneumatic nut runners in which specially developed standard Desoutter units are incorporated. Some of these automatic tools tighten four nuts at once in the twinkling of an eye. Indeed, heavy work is eliminated, the pace is leisurely, and from the car owner's point of view the result is consistency.

Grace

"Prima Ballerina of the Show"—*The Autocar*. "Indescribable Beauty"—*Le Matin, Paris*. "The most beautiful car in the whole exhibition"—*Touring-Bern, Switzerland*. "One of the best looking in the world"—*Daily Mirror*. "Remarkably modern yet in impeccable good taste"—*Le Monde, Paris*. "Achieved an objective which previously eluded British Manufacturers—unmistakably British yet with most modern lines"—*The Times*.

Space

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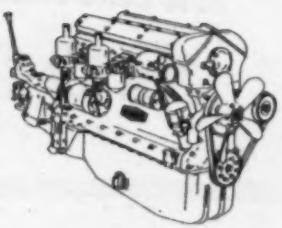
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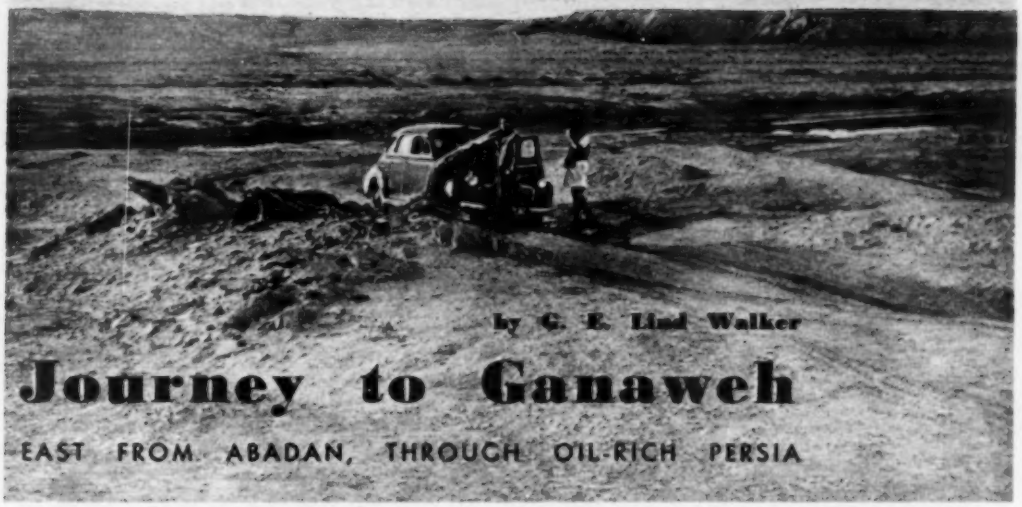
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FOR LONG LIFE AND LASTING WEAR



by C. E. Lind Walker

Journey to Ganaweh

EAST FROM ABADAN, THROUGH OIL-RICH PERSIA

IN Rome do as the Romans do. Now, the Iranians like to make holiday out of doors, so when, in the month of October the birthday of His Majesty the Shah of Iran fell upon a Wednesday, bringing a holiday (which, together with the Thursday and Friday of the Moslem weekend, made a clear break of three days away from work) it seemed sensible that in Iran we should do as the Iranians. A party of four men and a dog got together with the object of going for a trip in a rather ordinary Chevrolet saloon.

"Where shall we go?" was the leading question. Three whole days were too precious a break to fritter away on our own doorstep. We decided to explore fresh country towards the East, and in our dreams even thought of reaching the beautiful city of Shiraz. We had a map which indicated the relationship of major topographical features, but it had been proved delightfully uncertain on the whereabouts of roads, rivers, bridges and all the other little details so useful to the traveller. From our base in Abadan the coastal plain stretches to the edge of the hills just near Agha Jari. This plain is FLAT; it consists of fine, brown mud, baked hard by the sun in summer; it is salty and white in places, but in general supports a faint trace of vegetation such as camel thorn, or even solitary blades of grass. The surface varies but is generally smooth, except where cut up by heavy traffic, or ploughed. It is intersected by several features such as oil pipe-lines, the railway, the salt water channel of Khaur Doraq, or fresh water nullah, which is always full and often important . . . on the return run, with a badly leaking radiator, we filled up here.

The departure was set for Tuesday evening, and it was quite dark before the whole party had assembled and we were able to set off along the pipe-line track for Bandar Mashhur. The drivers found it easy to detect the bumps by the head lamps, and since the tracks had spread out over a wide area and the ground was not badly cut up, we made fast and comfortable progress. We wasted some time in Bandar Mashhur trying to collect information about the roads. Later we were to realize that the little we had been told was all wrong. Believing that there was no alternative we pushed on along the rough pipe-line road. The flares of Agha Jari were burning bright in front, but they provided little inspiration as they hardly seemed to get any nearer. After about an hour we pulled right off the road, got the Primus going and cooked ourselves a good supper, after which we packed up and moved on for a few kilometres before settling down for the night without showing any lights at all; this was to confuse any local robbers.

Austerity Browsing

On Wednesday morning, early, the mountains stood out in silhouette against the light of the east, and we realized that there were great herds of sheep and goats around us on the plain; as usual, we marvelled how the animals found anything to eat on the barren ground, and still more how they got anything to drink. We snatched breakfast, and at 6.05 a.m. we were off across country, heading rather south of Agha Jari. The going was fair, and when we reached the edge of the hills, which rise straight up from the plain, we found an excellent tarmac road. This was the only road within the British meaning of the word which we were to encounter during the whole week-end. We ran along it for a while until we turned east into the hills.

This outer range of hills is an arid mass of broken and jumbled pale-grey limestone. We felt that such a country must be uninhabited, yet we were to see a steady succession of little police forts all the way along these mountain roads, indicating that there was indeed a local population, and one that had a tendency to lawlessness. The only real interest in the zone was a number of oil wells, some completed, with only a "Christmas

The bare, rotten rock of the hills seen (right) through the windscreen of the Chevrolet contrasts with irrigated cultivation. The men are improving a palm trunk bridge.







Learned readers who recently settled the bee and windscreen question in "Correspondence" may care to start on the problem of how grandpa gets out of the basket when it's finished.

tree" standing in the small, fenced enclosure and a delivery pipe leading away; others still had the derrick and drilling gear standing over them.

Behind the hills a wide plain surrounds the ancient city of Bebehan. The straight, gravel washboard road was a relief after the convolutions of the hill track. We passed through a maze of mud hovels and rectangular water storage ponds, most of which were now empty, but we did not enter the middle of the city. This looked very Persian, green with the trees in the gardens of the houses, and capped by the elegant domes of its mosques. It was attractive. Around Bebehan cultivation is carried on with an irrigation system as old as the city itself.

We entered the inner mountain system after crossing the Khairabad river. These mountains are higher, one peak going up to 10,000 feet, and in consequence they probably receive more rainfall; certainly the valleys were often damp and green at the bottom, which to desert nomads is real beauty. At Gach Saran we filled up with some very poor local petrol, but could not gather any useful information about roads; no one knew anything of the legendary direct track through the mountains to Kazerun. The only thing was to take the track which certainly *did* exist, down to the coast at Ganaweh. It was narrow, and very twisty, though the surface was quite good. In the dazzling white gorge of the Zuhra river we stopped to admire the great flocks which Qashqai herdsmen were watering.

A Horrid Landscape

From here onwards the countryside quickly deteriorated into the rotten limestone of the outer hills which we had crossed earlier in the day. The road finally abandoned the irregular valleys and established itself on the razor-backed ridge which formed a watershed for the whole fiendish system; it was worse than an Alpine Trial, for we could look straight down over both sides simultaneously. The passengers had time to look, and probably their criticisms were in part responsible for the rapid consumption of drivers on this stretch! From our high vantage point we appreciated the full horrors of the countryside; by comparison, lunar landscapes seem hospitable and fertile. In this land of fantasy time lost all reality, and it seemed that we had been travelling for many days before we finally dropped down on to the coastal plain and dashed across it to reach Ganaweh; in fact it was 4.30 p.m. We had covered about 350 kilometres during the day, and seen three other vehicles and a caravan of donkeys.

In Ganaweh we were made very welcome in the guest house of the oil company, where we bathed and fed. After dinner the murmur of the surf drew each of us in turn over the little sand dunes down to the beach. Here we experienced the thrill of discovery; we had reached the Persian Gulf, and now knew that it was indeed a proper sea (it was impossible to approach the sea near Abadan because of the great expanse of mud around the flat shores).

On Thursday morning we crossed the creek by ferry, and walked around the little Arab town of Ganaweh. It was very quiet but friendly, and we liked it. The main business is fishing, and it seemed very reasonable that their strange-looking fish should be caught in great basket-work traps rather than in the more humdrum nets. The only outward sign of progress is the universal utilization of old petrol tins for all domestic purposes. Of course, there is some real progress; all the dhows have engines, and in the middle of the town was an overcrowded school where most of the children must have started their education—at least there were few children about the streets. The most wonderful thing that we found was some proper information; a lorry driver told us all about the coast road, along which he travelled regularly.

In the afternoon we set off to visit Borazjan, which is a sleepy little town about 90 kilometres from Ganaweh, strategically placed at the point where the main road from Bushire to Shiraz enters the mountains. These mountains are really impressive, commencing with a great, almost vertical, black face, into a tiny crack in which the road disappears. Across the stretch of plain we took continuous readings of distance from the speedometer and a heading from the sun-compass so that the track could later be plotted out on the map. We passed through a variety of terrain, all flat, but the only serious difficulty was the fording of the Shahpur river. Chevrolets do not like water, so there was quite a lot of paddling and pushing. Subsequent restarting proved difficult, because of bad petrol.

Broken Ground

On Friday morning we set off for Abadan at 5.30 a.m. via the coast road. We quickly reached Kuh-i-Bang, where, between the mountain and the sea, there is a stretch of fantastic broken country where the track is really a sort of proof run for cross-country vehicles. There is every sort of hazard, and, of course, no help if one should fail to clear a "non-stop" section! Fortunately it was low tide, for many of the waddis were tidal, with fords at the bottom. There were dry waddis, and mud, and ploughed ground baked hard in the sun, and there were stretches which were just simply rough. The final hazard was a jumble of boulders and great rock slabs across which the car dragged itself at quite alarming angles. Through all this there was a trickle of traffic; in fact, in the very middle of the worst section there was a *chaikhaneh* (roadside tea-house), outside which were halted two lorries and a bus.

Hishar has a few palm trees and a fine caravanserai, but we remember it because near by there were some rather gaunt-looking plants with little blue flowers. We were now out on the wide expanse of the coastal plain, smooth, hard, baked mud, broken only occasionally by a waddi or perhaps a ploughed patch. In the area of Bandar Dilam there are a number of small towns, each raised above the plain on its own small mound; these mounds are the debris of former generations of houses, and show that the towns are ancient. We were able to repay a little of the help offered us by other road users when we helped to extricate a lorry stuck in one of the waddis. As always, we carried boards and a spade which they lacked.

At Hindijan there was an efficient ferry waiting to carry us across the river. There was an extremely rapid dash to Mashhur where we filled up with oil and water, then along the pipe-line track to Abadan, where we arrived at 3.30 p.m.

It had been a most successful reconnaissance, even though we regretted not finding the coast route for the outward trip, when we might have actually reached Shiraz. We had covered just 1,000 kilometres, seen some strange places, and above all we had enjoyed our celebration of the Shah's birthday.

Ferry trip: The car rests thwartships on a wooden platform. (Right) A cavalier poses for his picture.

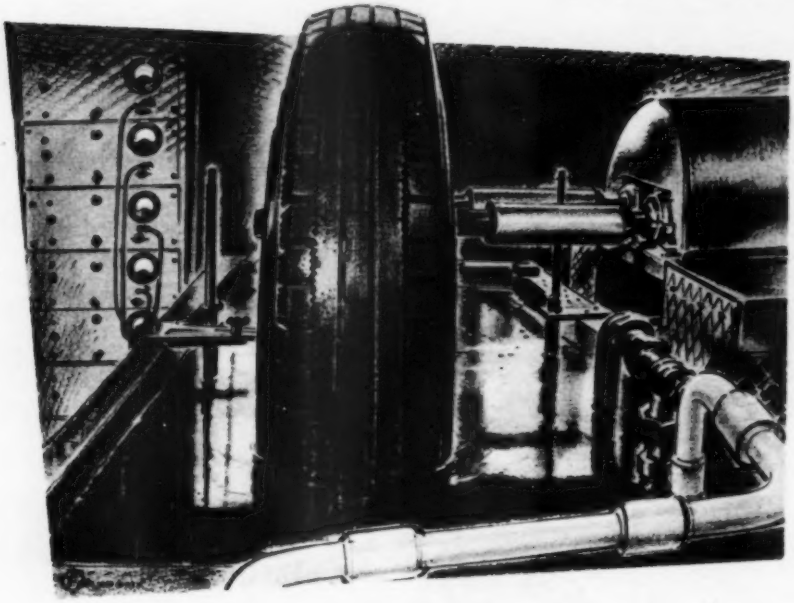






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PULSATING QUARTZ

-and tyre quality

No human ear can register the note seven octaves above Middle C. But this ultrasonic 'sound', useless in art, is invaluable in industry. Electrically generated, and emitted under water, such a wave is reflected by even the most minute air pocket. This significant property has been applied by scientists in the Dunlop Research Centre to the detection of ply or tread looseness in tyres. The tyre is partly-submerged in water. Inside the cover is placed a quartz crystal which transmits ultrasonic waves through the tyre structure. These waves are picked up by more crystals *outside* the tyre. If there is looseness, the thin film of air present will intercept and reflect the waves and register on instrument panel.

This new test will reinforce the already rigorous inspection routine to which every production Dunlop tyre is subject. It is an advance typical of many made possible by the vast Dunlop Research Centre which is staffed by nearly 300 technicians—physicists, chemists and other specialists—whose one aim is the constant improvement of the Dunlop products bought by *you*.

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A Morris Bed-sitter

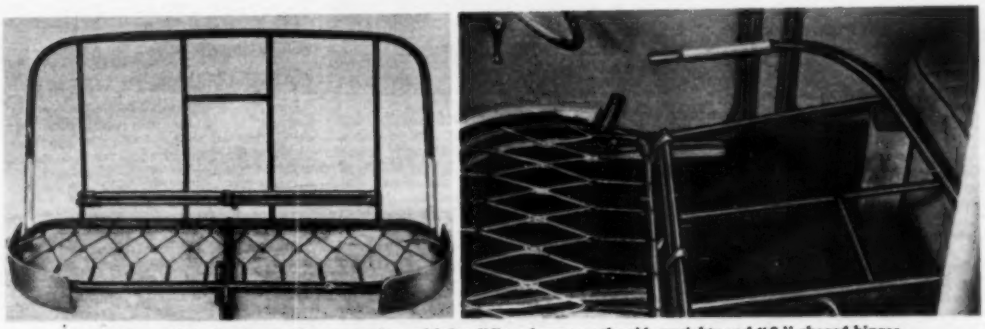
REMAKING SEATS SO THAT THEY CAN BE USED AS A BED



Front and rear seats with a comfortable bed made.

THE ease with which the front seat of the new Morris Oxford can be converted into a bed has been demonstrated by Mr. W. S. Weaver, a director of the Adelaide distributors for Morris cars. Mr. Weaver removed the trimming from the seat and the squab, cut the squab frame as shown in an illustration, and welded in two horizontal lengths of tubular steel. Three figure eight-shaped hinges were then welded to the tubes and the converted seat was ready for operation. The tubular sleeves, which are a neat sliding fit over the original parts of the seat, are slid up the seat members, whereupon the back can be hinged down. Access to the sleeves is provided by slitting the trimming of the squab for a distance of about 4in and providing press-stud fasteners.

The adjustment for the front seat can be moved forward as a whole or lengthened sufficiently to permit the front squab to clear the rear seat when lowered into the sleeping position, and two small wooden supports are stood on the floor of the rear compartment just ahead of the rear seat. On them the lowered back of the front seat can rest. The result is a comfortable bed for emergency use.



The frame of the front seat after conversion, with its sliding sleeves on the side uprights and "8"-shaped hinges.

Chromium Diffusion

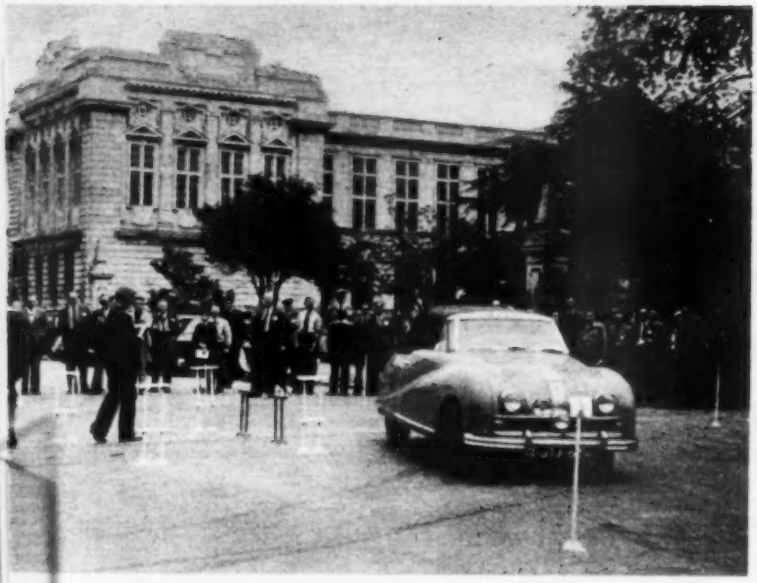
A PROCESS WHICH PRODUCES A CHROMIUM-RICH ALLOY ON THE SURFACE OF IRON AND STEEL

A COMPARATIVELY recent development giving a bright finish of high corrosion resistance and hard wearing quality to iron or steel is known as the chromium diffusion process. This is not chromium plating in the ordinary sense, as the chromium is not merely a protective skin but is actually diffused into the steel, forming a chromium-rich alloy on the surface, and it cannot, therefore, peel off. Another advantage of this process is that the dimensions of the part treated are not altered in any way, so that threaded parts, for example, can be chromized without the fit of a bolt and nut being changed. The chromium diffused layer can be controlled as regards depth from 0.0005in to a maximum of 0.025in and the average chromium content of the layer is 30 per cent, although the surface contains generally as much as 45 per cent or even 50 per cent of chromium.

An alloy of such a high chromium content is very resistant to oxidation, i.e., to scaling, under exposure to temperatures up to 900 degrees C. The physical properties vary according to the steel which is treated, and on steels with a carbon content ranging from 0.1 to 0.4 per cent the chromized layer is very ductile and can be easily cold worked. Chromized steel sheets of low carbon content can be bent, pressed and stamped with ease. On steel of high carbon content and on cast iron the chromized layer is thinner and less ductile, but very hard and highly resistant to abrasion.

The process consists of packing the articles in boxes with a special powder containing a high percentage of finely divided metallic chromium. The boxes are then submitted to a temperature of between 880 and 1,040 degrees C for a period which depends upon the depth of layer required. The process is naturally limited by the size of the furnace and boxes available, and the method of packing the articles to be treated is important because it affects the degree of distortion occurring at such a high temperature.

With regard to cost, the important factors are the amount of cleaning necessary, the bulk of the component and its surface area. The amount of cleaning necessary is affected by the type of finish desired; for example, chromium can be diffused on scaly or rusty surfaces, but the finish will be correspondingly poor. The bulk of the component comes into the question because this controls the amount of heat required to raise the temperature of the article. The surface area is important because it controls the amount of chromium required to be diffused. However, it is possible that by using alternative materials and chromizing them the process may compare favourably with the use of stainless steel. The article may be manufactured in mild steel, cast iron or Meehanite, using relatively cheap fabrication methods. The process is carried out by Diffusion Alloys, Ltd., London Bridge House, London, S.E.1, at their works at Hainsult Street, New Eltham, London, S.E.9.



Left : H. Vogel's Austin A.90 at the start of the Cardiff test. The University forms the back-cloth.

WELSH RALLY REVIVED

FORERUNNER OF FUTURE 1,000-MILERS

DESPITE all the administrative difficulties of getting a national rally under way after a gap of some 12 years, and a clash with the British Grand Prix, the sixth Welsh Rally held last week-end by the South Wales Automobile Club was in every way successful.

The 67 crews had a choice of starting points, including Tenby, Cheltenham, Shrewsbury, Rhyl, Portmadoc and Cardiff, and got away at intervals from 4 p.m. on Friday, headed for Llandrindod Wells in Radnorshire. Awaiting them was a lakeside test which provided plenty of thrills without, however, anyone joining the swans. An all-night run followed this test, and the final test was held in Cardiff on the following afternoon, before tea with the Lord Mayor in the magnificent City Hall and, later, a foregathering at the Park Hotel for announcement of results, distribution of silverware and entertainment generally.

At the first test the quarter of a mile was a good selection, having bends of varying severity, and, despite a rather overcast evening, loudspeakers soon helped to gather a good audience.

Competitors had to be accompanied by one passenger and each pair were positioned outside their car for the word "go." Thence into the car, start up, and away into the fast right-hand curve, sharper left-hand bend, and on to the finish between two lines. All times were averaged for each of the four classes, up to and over 1½ litres, open and closed, and marks were lost for any time taken in excess of the class average.

Joseph Jones' M.G. was given special applause, its entrant being a well-known member of the Glamorgan police, and D. Lloyd Edwards' car aroused interest because of its Allard-type front end. This pale blue car is really largely Dellow, and is a good performer at the Lydstep (Tenby) hill climb. Unfortunately it had to retire during the night as a result of lack of running-in before the event.

A. D. C. Gordon put his H.R.G. through the curves with great speed and accuracy, subsequently to win the Cheltenham starting control award. Of those who got into trouble, L. H. Ayres and son (un-Ltd.—and open) must be placed high on the list for turning right round. J. A. Ford's colossal Auburn, a magnificent if rarely seen American supercharged car, was most impressive. Unfortunately, it was not always quick to start and, at Llandrindod, it overshot the penalty line at the end of its run.

Most competitors took time off after the test for a breather in the town before setting off on their route through Welshpool, Llangollen, Rhyl, the famous beauty spot of Bettws-y-Coed and on through Dolgelly, Newtown, Hereford and Ross to Cardiff, where the first competitor was due after 10 a.m. Although the only Jaguar XK120 entrant had taken to a field before Llandrindod Wells (disastrous for car but not crew), the night section was lenient. Most people had the time of their lives over the tricky, sinuous Welsh roads.

In Cardiff tired crews were greeted with sunny, but not too hot, weather and sharp at 2.30 p.m. F. A. Roscoe's 2½-litre Riley roared away backwards into the second special test. The plot was straightforward but arduous. After backing out of a "garage" each competitor had to circle this pen and hare to the next "garage," stopping front wheels over a line. Back out and into a third box at right angles to the approach line and back into another opposite it. The home run took in one more "garage" before a final screeching halt in the spot from which the car started.

Most drivers put caution first, and sur-



Right : The Renault provides some problems for F. W. Rutter in a Le Mans-type getaway at Llandrindod Wells.

prisingly few markers were knocked down. Caleb Griffiths, with a TD M.G., managed to set up a very fast time, a performance which was the major factor in his winning the South Wales Challenge Cup. C. A. John, who had driven his Lea-Francis with terrific verve at Llandrindod, again provided some excitement, unfortunately clipping a marker in the process. Holland Birkett's Vauxhall Velox was driven with real dash and accuracy by his co-driver in this test to take first place in its class. M.G.s were having quite a field day, for G. T. Greenhalgh, who started from Shrewsbury, took first place in his class, recording f.t.d. in the process.

Thence to the City Hall for an excellent tea and a charming welcome by the Lord Mayor of Cardiff, who endeared himself to his audience by looking forward to immediate delivery of new cars in preference to the presentday misfortune of having to wait at least six to twelve months! Although there was some criticism by competitors of the venue for the presentation of awards, for reasons of disinterested staff and unhelpful atmosphere, the function was nevertheless enjoyed. Tributes paid to the S.W.A.C., and particularly their two stalwarts, the Collins brothers, were echoed by everyone present and prolonged applause greeted the news that this rally was hoped to be only a forerunner of full-sized 1,000-mile rallies of the future.

PROVISIONAL RESULTS

S.W.A.C. Challenge Cup: M.G. (C. Griffiths), 456 marks. **Open cars up to 1,500 c.c.:** 1, M.G. (G. T. Greenhalgh), 446; 2, M.G. (G. E. Turner), 444½. **Closed cars up to 1,500 c.c.:** 1, M.G. (C. Griffiths), 456; 2, M.G. (R. K. Wellsteed), 436. **Open cars over 1,500 c.c.:** Lea-Francis (C. A. John), 435½. **Closed cars over 1,500 c.c.:** 1, Vauxhall (H. Birkett), 435; 2, Vauxhall (R. R. Bond), 431½. **Starting control award:** Cardiff Ford (W. A. Humphries), 442½; Cheltenham, H.R.G. (A. D. C. Gordon), 439; Shrewsbury, M.G. (R. G. Hughes), 436½; Tenby, Riley (G. F. Fender), 428. **Ladies' Prize:** 1, Sunbeam-Talbot (Miss E. H. Williams), 506; 2, Morris (R. K. Wellsteed), 351½. **Team Award:** Severn Valley M.C., M.G. (P. D. Fullwood); M.G. (R. G. Hughes); M.G. (R. Tart); 1,296 aggregate.





Top: H. R. Bond's Vauxhall at speed in the lakeside test at Llandrindod Wells. Below: Rear, the City Hall spire; foreground, C. D. Yapp's Bentley—a difficult car to handle in the Cardiff test.

RAMSGATE SPEED TRIALS

"ORGANIZATION" MARS GOOD DAY

SUNDAY the 15th was an unfortunate day for the Maidstone and Mid-Kent Motor Club, as almost everything went wrong. In the first place, the promised timing gear did not turn up, and the club tried to organize another set, which it seems could not be installed until Sunday morning, and in spite of willing hands it was not possible to start the meeting until an hour after the published time. However, the morning was warm and sunny and quite a large crowd remained amused by music which floated up from the loudspeakers.

Cars were driven two at a time along the Western Undercliff road, and from a standing start, were timed over a distance of 500 yards. The first ten pairs of cars went off and it was thought that there was some chance of making up for lost time, but the timing gear failed and it was not until 12.45 p.m. that sprinting was resumed—and then it was only by timing with the "flag and stop watch method"—with the assistance of a field telephone; however, it was a good effort in the face of heavy odds.

In order to save time it was announced that the lunch interval would be cancelled and the meeting would press on. The crowd thought differently and although the cliff tops were well lined with spectators in the morning, they did not intend to miss their lunch. By two-thirty, though, they were back again. Because of a rather remote paddock there were far too many long intervals with calls for cars broadcast over the loudspeakers. When there was anything to see, it was good—but there were far too many big gaps.

Among the cars seldom seen in competition in this country was T. W. Borges' Porsche which was in fine form and won its class. Announcements of "fastest time of the day so far" came at intervals, but it was not until the middle of the afternoon that E. Lloyd-Jones demonstrated what could be done with his Triangle Flying Saucer (which was run by itself as another driver in close proximity to the aero engine exhausts would stand a good chance of getting burnt). From what looked like a slow start he went like a bomb—or should it be flying saucer?—to clock fastest time of the day by quite a wide margin—it just shows what 21 litres can do.

As time was getting on it was decided to close the meeting before all competitors had their second run, and a large crowd collected at the start to watch the distribution of prizes; but this was not to be (at least not until later), as protests from the remaining drivers brought the meeting open again, and after the course had been cleared the rest of the drivers made their runs, while the police guarded the fine array of silver.

Owing perhaps to the earlier trouble with the timing gear, there was some delay with the results, but they did eventually arrive and a large number of successful competitors have something to remind them of Ramsgate.

PROVISIONAL RESULTS

Ramsgate Corporation Challenge Trophy (F.T.D.).—Triangle Flying Saucer, 21,000 c.c. (s) (E. Lloyd-Jones), 13.97 secs. **Ilex Challenge Trophy (F.T.D. sports car in any trim).**—Jaguette 2,664 c.c. (s) (G. Parker), 16.45 secs. **Vye Challenge Trophy (F.T.D. road convinced sports car).**—Amilcar 1,097 c.c. (s) (V. J. Hern), 17.52 secs. **Port Challenge Trophy (F.T.D. saloon car).**—Aston Martin D.B.II 2,580 c.c. (R. R. C. Walker), 20.09 secs. **Alfred Oiby Challenge Trophy (F.T.D. lady driver).**—Jaguar XK120 3,442 c.c. (Mrs. D. Shipp), 18.85 secs. **Thompson and Watton Challenge Trophy (F.T.D. formula 3 racing cars).**—Monaco (Norton) 498 c.c. (C. Tipper), 17.94 secs. **Class 1 (saloon cars up to 1,100 c.c.).**—Porsche 1,086 c.c. (T. W. Borges), 25.60 secs. **Class 2 (saloon cars 1,101 to 1,500 c.c.).**—Jowett Javelin 1,486 c.c. (R. S. Marsh), 25.76 secs. **Class 3 (saloon cars 1,501 to 2,750 c.c.).**—Riley 2,443 c.c. (G. H. Grace), 21.15 secs. **Class 4 (saloon cars over 2,751 c.c.).**—Jaguar 3,485 c.c. (W. D. Coldrey), 21.61 secs. **Class 5 (sports cars up to 1,100 c.c.).**—Fiat 1,090 c.c. (E. E. Rolfe), 20.66 secs. **Class 6 (sports cars 1,101-1,500 c.c.).**—M.G. 1,087 c.c. (s) (S. H. Heath), 19.22 secs. **Class 7 (sports cars 1,501 to 2,750 c.c.).**—Frazer Nash 1,971 c.c. (R. O. Greene), 16.57 secs. **Class 8 (sports cars over 2,750 c.c.).**—Jaguar XK120 3,442 c.c. (W. Fixed), 19.15 secs. **Class 9 (sports cars in any trim up to 1,100 c.c.).**—Lotus 747 c.c. (J. M. Allin), 19.85 secs. **Class 10 (sports cars in any trim 1,101 to 1,500 c.c.).**—Frazer Nash 1,496 c.c. (R. C. C. Palmer), 19.96 secs. **Class 11 (sports cars in any trim 1,501 to 2,750 c.c.).**—Frazer Nash 1,971 c.c. (R. O. Greene), 17.57 secs. **Class 12 (sports cars in any trim over 2,751 c.c.).**—Jaguar XK120 3,442 c.c. (J. H. Crain), 17.65 secs. **Class 13 (racing cars up to 500 c.c.).**—Iota 497 c.c. (R. W. Messenger), 18.04 secs. **Class 14 (racing cars 501 to 1,100 c.c.).**—Cooper 996 c.c. (D. N. Brake), 15.38 secs. **Class 15 (racing cars 1,101 to 2,000 c.c.).**—Alfa Special 1,970 c.c. (s) (J. E. Norris), 15.86 secs. **Class 16 (racing cars over 2,001 c.c.).**—Alfa Romeo P3 2,694 c.c. (s) (J. Gooderson), 15.15 secs.



The main street of Alton, Hampshire, a county of many beautiful towns.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

STEERING COLUMN CHANGE

Satisfied Vauxhall User

[63514.]—I feel I must say a word in defence of the steering column gear change which I consider a big step forward in design. It is quick (I can change into any gear without taking my hand off the wheel) and out of the way, the latter being a big asset for the family man.

In reply to Mr. Wilcocks' letter [63388] he obviously has no experience of the life of this type of change. A friend of mine who has the same make and model of car as myself has run nearly 20,000 miles in a year, and the change is every bit as good as when it was new. Moreover, Mr. Wilcocks seems to have forgotten the amount of play in the average type of central change, in which one has always to make sure the car is not in gear by feeling about when starting, and which waves and vibrates whilst the car is in motion. Further, I am sure the column change will be in no worse state than the long piece of spaghetti, sticking through the floor like a broken daffodil, when third or fourth hand.

I am ready to admit I have had experience only with the column change in Vauxhall Wyvern cars, with which company I have no connection whatever other than being a very satisfied owner of one of their very fine products. J. T. JONES.

Northampton.

UTOPIA

But Not for the Road User

[63515.]—Mrs. Eamonson [63486] writes that she, as a cyclist, would willingly pay an annual tax of 5s or 10s, but *only* on condition that some of the roads were properly repaired. To her I would reply: For 30 years we motorists have been taxed tens of millions of pounds, levied ostensibly for a road fund to improve our roads. And now just look at the twisty little ribbons, full of danger spots, without paths for hikers or bikes, and throttled by bottlenecks, which have to carry the colossal commercial and private traffic offered. Tory and coalition governments have been the prime villains at raiding this road fund ever since its inception.

To Mr. L. H. Pratt [63487] I would say: What about the gross inequity by which the Chancellor insists on maintaining 25s per h.p. on pre-1947 cars, let alone pre-1939 cars? Is this fair treatment? As to reducing the cost of manufacture and service, which government has promised its supporters Utopia by higher wages and shorter hours?

One last point. Cannot we all press for less noisy motor cycles? For hospital patients and invalids they are absolute hell, especially at night. I speak from experience.

Canterbury. W. J. RICKARDS.

WASTING PETROL

A New Method in Hampshire

[63516.]—Upton Grey, near Odiham, in north-east Hampshire, is a remote and very pretty village. Not many strangers are likely to visit it, but perhaps more so in this Festival year than in any other.

So I was rather cross the other day when I became the victim of a piece of thoughtlessness on the part of the Hampshire road authorities. Taking a turning out of Upton Grey we set the Sunbeam-Talbot for another village, Greywell, knowing the road to be a particularly beautiful one. All went well for over two miles, until we were just entering Greywell, when we found the way blocked by a vast mechanical digging machine.

There was nothing for it but to turn round and go back the way we had come—a wasted journey of nearly five miles. As we came to our original road we spotted, mainly because we were looking for it, a very small board and on it a sheet of paper quite unprotected from the elements. Rather intrigued, I went and read it—and discovered this to be the warning

CORRESPONDENCE . . . . continued



The typewritten "Road Closed" notice near Upton Grey [letter 63516].

that the road would be closed for some weeks! On our way home we avoided taking another closed road out of the village only because we now knew what to look for in the way of signs. Had we not been armed with this knowledge we should this time have driven three miles before having to turn back. A foreign visitor could easily have driven nearly eleven miles out of his way in trying to find the correct way out.

I hate anything that disfigures a pretty village, but surely a suitably "rural" Road Closed board could have been erected in this instance. It is *our* petrol that they burn when they leave a sodden, typewritten sheet of paper to tell the motorist that the way is blocked two miles or more ahead. And today petrol isn't cheap. GLADYS HOLBROOK.

London, S.E.24.

INIQUITY

Cost of Living and Car Taxation

[63517.]—I feel certain that any broad-minded and level-headed person reading letter [63487] will be somewhat taken aback by the ignorance displayed by its author.

Thanks to our present Government in the way they have handled the newsprint situation, your goodselves, Mr. Editor, are compelled to charge 1s for your excellent journal. I know from experience that more people now cannot afford to part with a shilling, when the demand for such publications is far greater than 20 years ago. (Incidentally, Mr. Pratt might like to be reminded that our beloved country suffered from a Socialist Government during the period to which he refers).

Need I also point out that whilst H.M. Government refuse to abolish the horse-power basis for taxation of pre-war cars, H.M. Opposition have continually pressed for a complete review of the iniquity caused to owners of such vehicles, and have promised to rectify it. C. H. BRASH.

South Croydon, Surrey.

CONTINENTAL TOURING

Difficult Routes Required!

[63518.]—In view of the increasing number of motorists who are taking their cars abroad, many readers must agree with me when I say how much your articles on Continental travel are appreciated. May we have more of them?

I have just returned from a 3,500 miles tour in my Rover Ten, and cannot speak too highly of its performance. Among the mountain passes negotiated, I found the Loibl pass, between Yugoslavia and Austria, quite the most severe. The gradient for two kilometres was 28 per cent (1 in 3½) and the road was narrow and rough, with numerous hairpin bends. The descent on the Austrian side was 26 per cent for five kilometres, and the bends were just as acute. Since our exit visa was endorsed for the Loibl pass alone, we had visions of spending the rest of our days in Yugoslavia if the Rover had failed us!

I feel that it would be of real interest to know what other readers, with more experience of Continental roads, consider the most difficult routes. R. G. LANE.

Gloucester.

DYNA AND MORGAN

A Reflection on a Silverstone Race

[63519.]—I read with interest, and some envy, Gordon Wilkins' impressions of the 24-hour race cars. Particularly impressive was his description of the Dyna-Panhards and their performance at Silverstone in the production car class. However, in view of the fact that he was given the O.K. to "keep on doing the fastest lap for an hour," plus the fact that the car was as fast "as the fastest lap by the 1,100 c.c. class winner" and also enjoyed the support of two team mates it seems a little odd that this car at any rate did not finish level or in front of the lone Morgan. They all started together. One can only conclude that as all other things were equal (except the three to one odds) Sparrowe must be a better driver than any of the drivers of the Dynas. It is no argument to say that the Morgan has a bigger engine, because the *fastest* lap was the same and Mr. Wilkins was allowed to keep that speed up for the whole race if he wished. The alternative is that the Morgan driver was driving just as fast as was necessary to win the class and no faster, in which case the comparison is just nonsense.

Perhaps there is some other explanation that as an interested spectator I have overlooked.

If this is the case I should be pleased if someone would be kind enough to enlighten me. V. DARIS.

Parkstone, Dorset.

[The theory is not borne out by the facts. The Morgan finished with a lead of three laps over the next car in its class. It could have averaged 7 m.p.h. *less* than the Dynas and still have won the 1,100 class.—ED.]

BRAKING

What Happens When Brakes Are On?

[63520.]—I am very sorry to say that I do not think that the torque in the links causes the front of the car to dip when braking hard (vide: page 570, May 18 issue).

When braking a car a rearwards thrust is applied at the four points where the wheels touch the floor. As each wheel is in equilibrium this thrust can be replaced by a force applied in the centre of the wheel and parallel to the thrust, and a couple (reaction to the couple applied by the shoes) that is absorbed by the frame. That couple tends to bend the frame.

The resultant of the four forces lies in the plane determined by the geometrical axles of the wheels, but the reaction to those braking forces is applied at the centre of gravity of the car, that is, above that plane. So a couple is generated and can only be equilibrated by the reaction of the floor at each wheel, so that couple will tend to apply the front wheels against the floor and lift the rear ones.

I think that those "bending couples" can be neglected in face of the last mentioned, but this analysis would be quite long. MIGUEL A. TORRIGLIA.

Montevideo, Uruguay.

[Weight transference itself certainly causes the nose to dip while braking; but this is less noticeable than the torque applied to longitudinally placed suspension links. Vauxhalls, with a forward-facing link actually lift the nose when braking. Wishbone suspensions do neither except by reason of weight transfer. —ED.]

ELECTRIC KETTLES

Practical Experience and Useful Advice

[63521.]—With reference to the above, I think perhaps your correspondent might find the following notes based on my own experience useful. I used a 12-volt kettle during my holiday tours abroad both last year and this year and found it very useful and convenient. The initial surge on the battery runs up to 10 amps, but drops back slightly as the water warms up. Certainly I found it a heavy drain on the battery, but only if the car was stationary with engine still.

I found, by trial and error, that the most satisfactory method was to decide in advance at what time the "brew-up" was required, and then plug in the kettle about 20 minutes before *whilst still on the move*. A plug in the spout prevents water being swung out by the car's motion, and the lid allows the steam to escape by rising slightly. As soon as the water boils stop and make the tea. By this means I have made tea as many as three times during the day.

The charging rate shows about 10 amps during the boiling period, and for about the first five miles after switching the kettle off. The charging rate then drops off to normal. It is evident that the current taken from the battery is comparatively slight by my method. JAMES JONES.

Maidenhead, Berkshire.

FRONT WHEEL DRIVE

Slip Angle and Torque

[63522.]—Mr. H Birkett [63513] misquotes [63499]. He read "incorrigible power slides inherent in front-wheel drive" for "the elimination of incorrigible power slides which are inherent in front-wheel drive," thus getting the point, which should have been clear from the context, the wrong way round.

He postulates a theory which he bases on the assumption that

CORRESPONDENCE . . . . . continued

"the slip angle is markedly increased by the addition of torque, either by drive or braking." Mathematical consideration shows this not to be the case. The slip angle is the angle between the actual path, and the plane, of the wheel. The actual path is the resultant of two forces—the component acting axially to the wheel, and caused by the car's centrifugal force, and the component acting in the plane of the wheel, caused by the car's speed and the torque applied. Since the centrifugal force is a function of the speed, the only method of altering the slip angle at a given speed is by altering the torque. Now, from the parallelogram of forces, increase in torque (drive) will decrease the angle of slip, and decrease in torque (braking) will increase the angle. This result will be aggravated by the transference of weight from the front under acceleration and to the front under deceleration. For a car to understeer, the front slip angle must be greater than the rear.

Consider Mr. Birkett's example of an f.w.d. car taking a corner too fast. With the power on, the car will slightly understeer. Shut the throttle, and, from the above, the front slip angle will be increased, and thereby the car will understeer more.

Therefore, when going round too fast, the driver will have only to shut the throttle and apply more lock to keep himself on the road.

I reply to Mr. Birkett's criticism of the Citroen on ice by quoting from *The Autocar* Road Test of the Six, "There happens also to be the experience of a considerable mileage over icy roads, when the driver found himself virtually able to disregard the conditions, and, in fact, only to be fully aware of the state of the surface when he got out of the car."

Kingswood, Surrey. P. D. RICHARDSON (aged 15).

BRIGHTON RALLY

Competitors Angle on Test 3

[63523.]—On reading your report of the Brighton Rally (July 13 issue), I was surprised to see the acid remarks on the quality of driving in Test 3. To the onlooker, who thinks he sees all, and viewing the test from a static position, it may appear very simple, but to even an experienced driver trying to hurry this particular test presented a handful of oil drums in no apparent order, some of which were painted red (a poor colour to pick out in bright light) and a few faint arrows scratched on the road in chalk.

Definite proof of the fact that the organizers admitted that the marking left a lot to be desired was supplied, as after some fifteen drivers had attempted the test two marshals (very brave ones) were stationed at the doubtful points to keep drivers on the course. Incidentally, those early numbers who made errors here were not offered a re-run after the clarification of the test, and duly had 30 seconds added to their times, which in this type of Rally is akin to disqualification.

Craigweil-on Sea, Sussex. E. G. SPENCE.

PARKING

Clear Obligation on the Authorities

[63524.]—In the Ministry of Transport's Report, "London Traffic Congestion," page 24, paragraph 59, the following words of the Report of the Royal Commission on Transport, July, 1929, are quoted:—

> "In many places cars are frequently left on the public roads for long periods at a time—often on each side of the street—and many people seem to think that they have a perfect right so to leave their cars. This is an entire fallacy. The streets are intended for the movement of traffic of all kinds, not for the purpose of parking cars while the owners or persons in charge are engaged on business or pleasure."

It is here clearly stated that it is a fallacy to believe that people have a perfect right to leave their cars in the streets; that, in fact, the streets are intended for the movement of traffic not for the purpose of parking cars. This, however, clearly implies the obligation on the part of the authorities to provide places for the parking of cars. It is obvious that if "the streets are intended for the movement of traffic" some provision must be made for this traffic to stop when it reaches its destination. It cannot be expected to circulate for ever, otherwise the purpose of the movement is presumably defeated.

Just as the railways have to provide sidings on which to park their wagons when not actually engaged in movement, so, presumably, the highway authorities, by the very implications of the paragraph quoted above, are under the obligation to provide the necessary facilities when they reach the end of their journey. This duty they have singularly failed to discharge.

In Paragraph 60—in their interim report (December, 1944) the Committee on Road Safety said at Paragraph 210—

> "Standing vehicles in busy streets cause danger to road users and congestion of traffic. Road accident statistics show that many casualties are caused through pedestrians having their view of traffic obscured by standing vehicles, with the result that not infrequently they step out from behind a stationary vehicle in front of a moving one. Danger is also caused to the pedal cyclist who is diverted from his course close to the kerb into the main traffic flow each time he encounters a standing vehicle."

It is, therefore, clear that in the opinion of the Committee on Road Safety the failure of the highway authority adequately to discharge its responsibility to provide satisfactory parking space is largely responsible for the accidents on the road.

Before the war there may have been some reasonable excuse that it was impossible or, at any rate, very difficult to find adequate space in which to provide the necessary parking facilities. Since the war and owing to the incidence of bombing, huge areas have been made derelict and are, therefore, available for this purpose. Any excuse such as lack of space has, therefore, been removed.

From the above it is quite clear that the highway authorities, be they national or local, can be held largely responsible for the present rate of traffic accidents. It is also clear from the above paragraph that if there is any serious desire on the part of the highway authorities, the Ministry of Transport, and so on, to reduce the number of accidents, it is their duty to provide the necessary parking facilities.

There can, of course, be no question of a parking fee, since this, in effect, constitutes a toll road. It is accepted as the duty of the highway authority to provide roads for the movement of vehicles of all kinds, but there is no suggestion that a fee should be paid for the use of these roads. Almost all toll roads in this country have been abolished. Vast sums are levied annually in taxation on motor vehicles, and out of these funds the highway authority has the obligation to provide a satisfactory network of roads.

The railways constructed not only their routes but also their sidings. Since, as is pointed out by the Royal Commission on Transport, the streets are intended for the movement of traffic, there is a clear implied obligation to provide the necessary standing space for that traffic at the end of its journey, and this must be provided in the same way as the roads themselves, not at the expense of the individual user, as in the form of a parking fee, but out of the general revenue provided by the inordinate motor taxation of today.

To suggest that it is necessary to provide a parking attendant is clearly ludicrous. When cars are parked in the streets, as at present, no parking attendant is provided or needed. When the large bombed areas are levelled and made available for the parking of vehicles there will be no more need for an attendant to stroll about amongst the cars than there is when the cars are in the streets. There is no more need for an attendant to allocate a particular space to any particular car than there is for an attendant to allocate any particular space in the street to any particular car.

It is, therefore, obvious that until the authorities provide adequate free parking space, all road safety campaigns, placards, and so forth, must be regarded as hypocritical claptrap, since it will then be clear that the authorities prefer to devote their efforts and funds to road safety campaigns rather than to the safety of the roads themselves. E. M. WAGNER.

London, N.W.3.

SPARES

And Continental Holiday Costs

[63525.]—As one who has made a 2,500-mile tour of France this year in a pre-war Eight with 60,000 miles "on the clock," I was in amused agreement with The Scribe's paragraph (July 13) dealing with what to take in the way of spares. I relied on the French know-how for the mechanical side, but took a carton of ignition and fuel pump spares, though completely forgetting a supply of fuses.

The inevitable happened—the wire from the fuel gauge chafed through, and, French cartridge fuses being quite unsuitable for English holders, we had to strain our French in a search for fuse wire. Incidentally, I was glad to find our known brands of lubricating oil in ample supply everywhere, but at double our prices. Hotel charges were about 15 per cent up on last year, but still giving a much cheaper price and infinitely better value than here.

All strength, however, to your campaign to get the ferry charges reduced. W. T. DRYLAND.

Peterborough.

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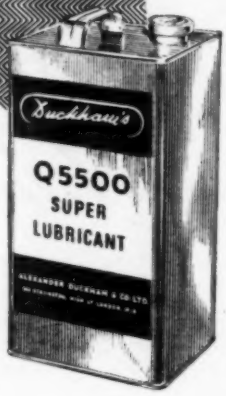
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Lined up alongside the yachts on the quayside at Marseilles before the start are the Jowett Javelin driven by Dr. Smallhorn and Dr. Lillicrap, the Jupiter driven by Robinson and James and one driven by Wise and Wilson.

THE XIVth ALPINE

BRITISH CARS AND DRIVERS DO WELL FROM MARSEILLES TO MILAN

BY the time the first stage of the Rally ended at Milan, on Friday last, British cars and drivers looked well set to repeat their Alpine Rally successes of past years but much could happen, of course, in the following stages to Cortina, round the Circuit des Dolomites, on to Innsbruck, from thence to Chamonix, and finally down to Cannes. Also, it seemed that Fate had conspired to make things a little easier than usual for the competitors, because a discrepancy between two clocks in taking the time for the most difficult section from Guillestre to the Italian frontier at Montgenevre meant that two extra minutes were allowed, and it seemed to have saved the bacon of a number who would otherwise have been penalized. Then the final run in from Monza to Milan was in such difficult conditions, with thick traffic and too few police and direction signs, that the time penalties at the Arena—the *parc fermé*—were cancelled.

Before the start at Marseilles the customary rumours were rife. The Col d'Izoard, it was said, was in an impossible condition. Other cols were reported still closed by snow. Some, too, had already suffered misfortune. Sydney Allard's car hit a wall on the way down when the driver was dazzled by oncoming lights: so Sydney, who was coming down by air, was wired not to start. Then Murray Frame was forbidden to start by doctor's orders because of an ankle damaged in England, although he had come down to Marseilles hoping for the best. His second driver, John Pearman, took on the Sunbeam-Talbot entry and John Cutts became his second string. Di Stefano and Ercole, who won the 3-litre class last year, were again driving an Alfa Romeo instead of the expected Ferrari.

Altogether the entry list of 86 was reduced to 65 actual starters, of which 31 were manned by British drivers, 16 by French, 6 by Italians, 3 each by Spanish and Dutch, 2 by Swiss, and one each by Canadian, Luxemburger, Greek and German drivers. As usual the start was at 8.30 p.m., on Thursday the 12th, and the route took in Mont Ventoux on which a regularity test was held, drivers having to try to maintain the scheduled speed set for their class over the 21.6 km climb. George Hartwell, in his Sunbeam-Talbot was only ¾ sec out and therefore won the Mont Ventoux cup. In second place was Grant Norton's XK 120 with an error of ⅘ sec. The next seven varied between errors of 1 sec and 1⅘ sec, which argues good navigating.

On the whole competitors were lucky with the weather, for a few had only the tail end of a storm, although during the afternoon a cloudburst had made the road up Ventoux virtually impassable. Road gangs were organized, however, and worked with a will so that few competitors noticed that anything untoward had happened. Officials and others who had gone on ahead encountered violent Alpine thunderstorms which made progress out of the question for a time.

Trouble Creeps In

On Ventoux, Dr. A. Lilley had mechanical trouble with his Sunbeam-Talbot, and fell out. Later on, S. Fabregas, Spanish driver of an Allard, had a broken bolt in his torque reaction triangulation and although he managed to get it repaired the delay was too much for him to make up. W. A. Mackenzie and Gatsonides had a fuse blow on their XK 120, with the result that the horn was out of action on the Guillestre section when it was most wanted, and they uttered stentorian shouts to drivers in their way.

As usual, the Izoard rumour was greatly exaggerated, although the over 7,500ft climb and descent were rough and loose, not at all suitable for dicing, with a nasty drop on one side in some places. However, most just managed to check in at the Montgenevre time control on the dot, although some were saved by the two-minute discrepancy between official clocks



Snatching a quick sandwich at a halt on the autostrada are W. A. McKenzie and Gatsonides with their XK 120 Jaguar.



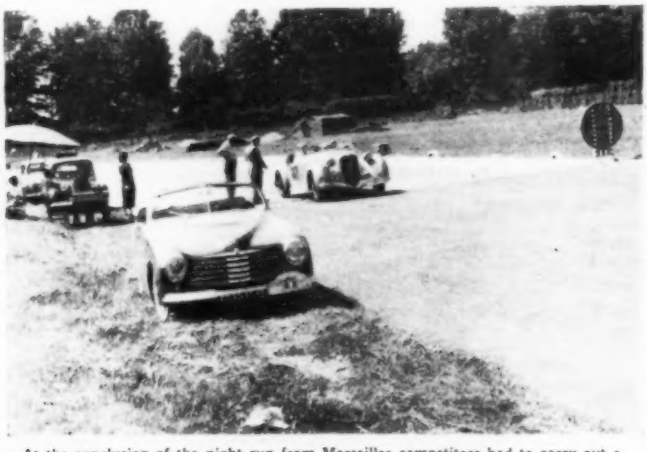
Scrutineers working in the hot sun at Marseilles check over a French-owned Jaguar and a Lancia Aurelia coupé.

at the beginning and end of the section.

Auriach, in the little D.B., fell out on this section because his engine gave every indication of starvation from vapour lock, the trouble eventually being traced to the distributor rotor coming loose on its spindle. Earlier on Dr. Angelvin had the throttle pedal of his Simca break, but he managed to get along by working it by hand while his wife steered, until he got to a garage. There, at midnight, he got the broken pedal welded.

After the frontier, through which the cars passed without formalities, special arrangements having been made, came the picturesque run down to Susa and the fast stretch to Turin, which allowed time to be got in hand. Busy Turin caused no trouble, the police organization being excellent and drivers finding themselves directed at every turn.

So to the autostrada for Milan, and there the already high scheduled speeds were stepped up, from 37.3 to 68.4 m.p.h. for the over 3-litre, from 36.7 to 62.1 m.p.h. for the 2 to 3 litres, from 36 to 59.1 m.p.h. for the 1½ to 2 litres, from 35.4 to 56 m.p.h. for the 1 to 1.5 litres, from 33.6 to 52.9 m.p.h. for the 750 c.c. to 1.1 litres, and from 32.3 to 49.7 m.p.h. for the under 750s. On previous Alpines, when this autostrada run has been included, excessive enterprise on the part of some drivers had its penalties in the



At the conclusion of the night run from Marseilles competitors had to carry out a standing start acceleration test over a kilometre on the Monza race track near Milan. Here is one of the Delahayes awaiting the starting signal.

ALPINE RALLY

form of expensive noises, but this year not one car fell out of that section. The road carried its normal traffic, which at times did not make high speed very easy, and there were strings of Fiats being delivered from the factory, but their drivers kept well in and were well spaced apart so that they would not inconvenience the Rally cars.

At Sesto San Giovanni the cars turned off for Monza for the standing kilometre acceleration test. On the way to the autodrome, A. D. Tasker, who so far had a clean sheet on his Healey, suddenly found himself confronted by three cars approaching him and each overtaking the other. A crash was inevitable but Tasker and his co-driver Blackwell escaped unscathed, although the Healey was definitely "out," its petrol tank being split open along an end seam. However, the chassis escaped serious damage and, after some typically Continental repairs, duly conveyed its crew to the reception given by the Mayor of Milan in the afternoon.

After the somewhat hectic rush through Milan traffic to the Arena no fewer than 61 of the 65 starters checked in, and of those 42 had lost no marks at all. This suggests that the first stage was less arduous than in previous years, but the explanation is probably that the smaller entry this year has a higher proportion of seasoned drivers.

Although some well-known names are missing, such as Gautruche, Descollas and Claude, other well-known Alpine drivers have reappeared, such as Charles Needham, who with his wife, another seasoned Alpine driver, last competed in the famous 1934 event and this year are in a Lancia. Grant-Norton and Loader, who were well known as drivers in the Jabberwock Ford V8 team before the war, are sharing the wheel of a Jaguar.

British Successes

So far, British cars or drivers have had their share, and more, of successes, for in addition to George Hartwell's Mont Ventoux Cup they won: the 1.1- to 1.5-litre class in the Monza test, the French driver Armengaud of a Jowett clocking 40⅘ sec, or 89.108 k.p.h., just ⅘ sec faster than Flower's M.G.; the 1.5- to 2-litre class, Duff's Frazer Nash taking 33⅕ sec, or 108 k.p.h.; the 2- to 3-litre class, Tommy Wisdom taking the Aston Martin over in 31⅘ sec, which equals 114.649 k.p.h.; and the over 3-litre class, Goff Imhof on the Cadillac-engined Allard making fastest time of the day with 29⅘ sec, equal to 122.448 k.p.h., beating Ian Appleyard's famous XK120 by ⅘ sec.

Some of the cars were beginning to feel the pace, although they were so far unpenalized. Maurice Wick was not happy about his Allard's brakes. Habisreutinger, Swiss driver of an XK120, was also brake-conscious, and the 395 kilometres to Cortina included the Tonale, Mendola, Pordoi, Lana and Falzarego passes.

Cortina, July 15.

Of the 61 competitors who left Milan yesterday, 43 had suffered no loss of marks, but of the 56 who checked in here last evening only 29 were without penalty. The five to fall by the way were Sandt on a Renault 750, who had engine trouble coming down the Falzarego Pass into Cortina, D. W. Price on the Morgan, also with engine trouble, T. N. Blockley, whose Allard was in collision with a sidecar outfit on a hairpin, K. S. Richardson who stopped to give first aid to the side-

. . . continued

car passenger and who had already lost 110 marks with his XK120, and Madame Pappou, who had turned over and damaged her Lancia too much to continue although it limped into the check.

Any delay in getting out of Milan traffic was easily made up on the autostrada to Bergamo, where Gerakis was busy dismantling the fan pulley of his Dyna Panhard. The Tonale Pass was loose on the descent and clouds of dust impaired visibility, while near Bozzana road resurfacing meant more dust and various obstructions. The petrol tanker which is usually waiting at Bozzana was missing and as a result one or two only just made Cortina and the *parc fermé*, while others topped up at Bolzano after the fast run over the Mendola Pass.

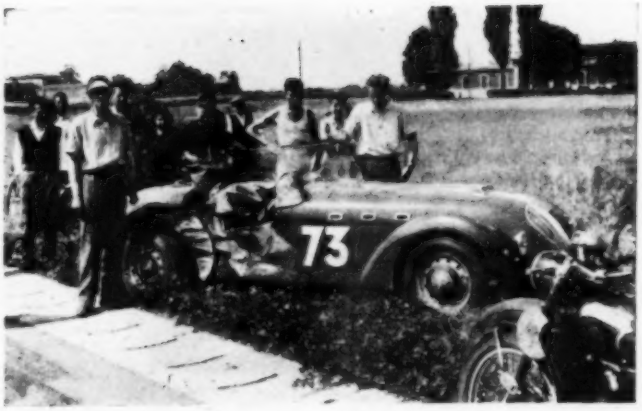
The succession of passes, the Pordoi, the Lana and the Falzarego, meant no loitering on the final stretch into Cortina and a fair amount of normal tourist traffic added to the difficulties and hazards. Gatsonides, driving Mackenzie's XK120, damaged a wing in collision with a Fiat, having to choose between that and a dive over the side.

Day's Count

The result of the day was that Stempert and Legre on Dynas vied with Picon and Landon on Renaults in the small class with no marks lost, Angelvin (Simca) and Butti (Fiat) were having a duel with no marks lost in the 1,100 class and in the 1,500 class the only clean sheets were Gott (H.R.G.) and De Caralt Borrell on his Simca. Five were clean in the two-litres, Duff on the Frazer Nash, Gatta, Piodi and Garbuio on Lancias, and Falkenhausen in a B.M.W. Amongst the 3-litres Hartwell (Sunbeam-Talbot), Wisdom (Aston Martin) and Wadsworth (Healey) were unpenalized. Of the big boys only Mansbridge (Allard), Senn (XK120) and Tielens (Delahaye) had suffered penalties, this leaving Jaguars as the only unpenalized team, but all is not happy amongst the survivors. Appleyard has a grabbing brake, Wise (Jupiter) has assorted electrical troubles, quite a number have damaged wings and generally the cars look a little the worse for wear.

Today, Sunday, the survivors have had the run round the Dolomite circuit at scheduled speeds of 37.2 m.p.h. for the small cars up to 42.9 m.p.h. for the unlimited. This has been hard going despite the closed roads, for rain showers made tar surfaces slippery and the mountain climbs were loose, with dust on the corners. The run began with a timed climb up the Falzarego, in which the class leaders proved to be Landon (Renault 750) in 17 min 34 sec, average 36.1 m.p.h.; Butti (Fiat 1,100) 17 min 31.8 sec or 36.2 m.p.h.; Wise (Jupiter) 17 min 2.8 sec or 37.2 m.p.h.; Falkenhausen (B.M.W.) 14 min 7.8 sec or 44.7 m.p.h.; Wisdom (Aston Martin DB 2) 15 min 0.8 sec or 42.2 m.p.h.; and Imhof (Cadillac Allard) 14 min 26 sec or 43.9 m.p.h.

Casualties were Lord, whose M.G. slid into a wall and buckled a wheel, Everest (Lancia Aprilia), who tried to take a right-angle turn at Feltre more or less flat out and hit straw bales and a house instead, Gatta, whose Lancia dived off the road into a stream, Tibesar, with mechanical trouble on his Citroen, Sutcliffe (XK120), through hitting a roadside stone post, Wick, with gear box failure on the Allard, Saisse, whose Delahaye also grazed a wall, and Samworth (XK120), who collected straw bales, a wall and certain personal but not serious injuries.



(Above) The Healey Silverstone driven by A. D. Tasker and J. Blackwell after it had collided with an oncoming car on the autostrada. Fortunately there were no injuries. (Right) Under the banner at the Marseilles starting control are di Stefano's Alfa Romeo and one of the Lancia Aurelias.



Innsbruck, July 17.

Of sixteen competitors who were still unpenalized at the end of Monday's run from Cortina to Innsbruck, eight were British, including Gott (H.R.G.), Duff (Frazer Nash), Hartwell (Sunbeam-Talbot), Wisdom (Aston Martin), Wadsworth (Healey), Appleyard (Jaguar), McKenzie (Jaguar), and Imhof (Cadillac Allard).

(Below) XK 120 Jaguars lie thick upon the ground at a halt on the autostrada. The one in the foreground already has a buckled wing.





With Peter Walker at the wheel and Peter Whitehead alongside, the Le Mans winners parade the Type C Jaguar at Silverstone. Stirling Moss, who set up the lap record, perches on the back.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

WELL, the British Grand Prix is over, and really did prove one of the classic motor races—certainly one of the best of this decade. I personally have not seen anything better since the 1938 Donington G.P., when Nuvolari with the 3-litre Auto-Union put it across the Mercedes team; even the G.P. d'Europe at Rheims a fortnight ago had nothing that this race lacked, except perhaps the surroundings and the champagne. Gonzalez drove a masterly race, and we can now begin to see how he managed to defeat the 3-litre Mercedes in South America last winter with the supercharged 2-litre Ferrari; he is as yet a comparatively ungainly driver, but has improved enormously during the past year, and polish comes with practice. The struggle between him and Fangio for half the race was wonderful to behold; incidentally, it underlined my belief that the Ferrari now definitely holds the road better than the Alfa on fast corners—there is not nearly so much tail wag with the former car, and it was not just a matter of driving styles.

OF the British performances, Shawe-Taylor's deserves especial mention; a run at that speed (total average 89 m.p.h. for 270 miles) with the 14-year-old E.R.A., developing perhaps 185 b.h.p. against the Ferrari's 350 plus, is almost beyond praise. Moreover, Brian (like Whitehead, and indeed most of the British contingent) was always quick to pull over if a B.R.M. appeared in the mirror, to give it every inch of room to pass. Parnell and Walker strove manfully in most unpleasant circumstances; this was a display of grit and determination to finish at all costs which I sincerely hope neither of them is ever called upon to give again. Reg, in fact, wanted to hand over the wheel of his car to Walker at his pit stop (not realizing that the latter was still in the race); but there was no spare driver, as the R.A.C. had been unable—quite rightly—to accept the nomination of Ken Richardson in that capacity in view of his lack of racing experience.

AND now what of the cars, the B.R.M.s themselves? Last Friday evening, after their arrival at Silverstone had twice been postponed, I was not alone in harbouring the gloomiest thoughts as to the outcome of Saturday's race. When the two cars arrived on Saturday morning, I heaved an enormous sigh of relief; and the fact that they both ran through the race with no engine trouble, and finished with all sixteen cylinders still firing strongly, is a tribute to the work that has been put into the project in the face of considerable difficulties. This performance, in fact, I believe to have saved the bacon of the whole project; but it must not blind us—in fact, it should lend emphasis—to the fact that much still remains to be done before the cars can be expected to wipe the floor with the flower of the opposition. If my unofficial information is correct, a B.R.M. engine has, in fact, been tested to develop more power than anything yet achieved by either Alfa Romeo or Ferrari; approximately its theoretical output, that is to say, which vindicates its basic design.

SO far, so good; now, where do we go from there? There remain the problems of transmitting that power to the road, of roadholding, steering and braking, and of the comfort of the driver. Of these, the first seems to be well on the way to being overcome (at least, no transmission trouble has occurred recently), and consequently the remainder must provide the majority of the answer to the obvious question—why were the cars' lap times, on the average, at least five seconds slower than those of their rivals? And from observation, this appears to be the answer: the cars did not steer so well as Alfas and Ferraris, did not hold the road so well—and the drivers were certainly less comfortable. These points are by no means insuperable, but little or no progress has been made in these directions since the car's brief appearances last year, and time presses. Cockpit ventilation was mentioned as a problem last year when less power (and consequently less heat) was being developed, but none of the obvious measures in that direction has been adopted. For the further comfort of the drivers, each car must have its seat and controls tailored to suit either its own driver, or the best compromise reached for them all; but Parnell is reported as saying that until last Friday—the day before the race—he had not driven the car since last year, presumably at Barcelona. The only way to overcome these problems is to bring the drivers into the long and tedious business of testing, to adopt their suggested modifications wherever practicable for their comfort, and to bring designers and drivers into close contact for consultation on all the handling problems. Nobody, in fact, is better qualified to test the car than Parnell, who is the only person in the organization with first-hand experience of the handling qualities of both of its chief rivals—Alfa and Ferrari.

Anyway, all criticism apart, great credit is due to Raymond Mays (without whom the project could never have been attempted) and all his team, for their efforts; they have got nearer than anyone else to challenging the current Italian supremacy, and it must be everyone's wish that they should succeed in finishing the job.

COMING SHORTLY

JULY 19.—N. Cornwall M.C. Rally, Launceston.
21.—**Leinster Trophy race, Ireland.**
21.—Bentley D.C. Silverstone sprint and race meeting; first race, 11.30 a.m.
21.—Sheffield and Hallamshire M.C. Festival of Britain race meeting, Gamston, near Retford, Nottinghamshire; first race, 1 p.m.
21.—Berwick and D.M.C. Lothian C.C. Hawick and Border C. and M.C.C. National car race meeting, Winfield airfield, Berwickshire; first race, 1.30 p.m.
21.—Westmorland M.C. Speed hill-climb for sports cars.
22.—**Susa-Mt. Cenis hill-climb, Italy.**
22.—**Grand Prix of the Netherlands, Zandvoort, Holland.**
22.—Fiat 500 Club. Garden Party, White Lodge, Jersey Road, Osterley, Middlesex, 2.30 p.m.
22.—Manchester University M.C. Gymkhana, Dixon Arms, Chelford, Cheshire, 2.30 p.m.
22.—Alvis O.C. Ralley and Concours, Grand Spa Hotel, Clifton, Bristol, commencing at 11.30 a.m.
22.—Severn Valley M.C. Driving tests, Shropshire.
22.—Midlands Motoring Enthusiasts M.C. Minimum mileage and route-finding competition, starting from the Talbot Hotel, Hartlebury, 2.30 p.m.
22.—United Hospitals and University of London M.C. Point to point competition, starting from the Middlesex Arms Hotel, Bignells Corner, South Mimms, Hertfordshire, 2 p.m.
22.—North London Enthusiasts' C.C. Driving tests, Whelply Hill, Chesham, Buckinghamshire, 12 noon.
25.—Bognor Regis M.C. Driving tests, Esplanade, Bognor Regis, 6.30 p.m.
26.—Jersey M.C. and L.C.C. Bouley Bay hill-climb, Jersey, C.I., 2.30 p.m.
27-29.—**Evian-Mont Blanc Rally, France.**
28.—Veteran C.C. Veteran car speed trials and hill climb, Dorking, 2.30 p.m.
28.—Hants and Berks M.C. Great Auclum Speed Trials, Great Auclum, Burghfield Common, 2 p.m.
28.—Aston Martin O.C. St. John Horsfall Race Meeting, Silverstone; first race, 11.15 a.m.
28.—Darlington and D.M.C. Festival of Great Britain Race Meeting, Croft Airfield, near Darlington, 2 p.m.
29.—**German Grand Prix, Nurburg Ring, Germany.**
29.—Mid-Cheshire C.C. Navigation and timekeeping trial, starting from the White Barn Hotel, Cuddington, 11.31 a.m.
29.—B.A.R.C. (South Western Centre). Hill-climb, Brunton Village, 2.30 p.m.
29-30.—Plymouth M.C. Sixth annual 1946 Presidential Rally, starting from Taunton, Plymouth, Newquay, Barnstaple, Bristol, Launceston, Newton Abbot, Bournemouth.

FIRST AGAIN!



R.A.C. Grand Prix Silverstone

FIRST—F. Gonzalez driving a Ferrari at 96.11 m.p.h.

SECOND—J. M. Fangio driving an Alfa Romeo at 95.61 m.p.h.

THIRD—L. Villoresi driving a Ferrari at 93.39 m.p.h.

FOURTH—F. Bonetto driving an Alfa Romeo at 92.44 m.p.h.

(Subject to official confirmation.)

SHELL

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SILVERSTONE

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INTERNATIONAL RACE

(500 c.c. EVENTS)

1st	STIRLING MOSS	(Kieft)	82.13 m.p.h.
2nd	K. WHARTON	(Cooper)	
3rd	E. MOORE	(Wasp)	

BRITISH GRAND PRIX

2nd	J. M. FANGIO	(Alfa-Romeo)	95.61 m.p.h.

(Subject to official confirmation)



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GOODWOOD MEETING (March)
Richmond Trophy Race
500 c.c. Race
GOODWOOD MEETING (May)
Festival of Britain Trophy Race
500 c.c. Race
ULSTER TROPHY RACE

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TOMORROW there are two good race meetings to watch, one at Gamston in Nottinghamshire, the other at Winfield near Berwick-on-Tweed. Both have received excellent entries, of comparable calibre, and it really depends mainly on your own geographical location as to which you would be best advised to attend. The Gamston meeting, organized by the Sheffield and Hallamshire M.C., is timed to commence at 1 p.m., while that at Winfield starts at 1.30 p.m. under the auspices of three clubs: the Berwick and District M.C., the Lothian C.C. and the Hawick and Border C. and M.C.C.

Also tomorrow comes the Bentley D.C. Silverstone meeting, beginning at 11.30 a.m.; admission to this is restricted to members of the promoting club, the Vintage S.C.C., and their friends, and tickets (free on application) are therefore necessary. There will be the usual varied selection of sprints and circuit races.

On Sunday comes the next in the series of national G.P. races, the Dutch G.P. at Zandvoort. Entries for this do not include Alfa Romeo, although Ferrari may compete, and a good race should result; Britain will be represented by Stirling Moss and Lance Macklin with H.W.M.s. It is interesting that these cars have received invitations to compete in every national G.P. so far held this year—a great compliment for formula 2 cars. There will also be a formula 3 race at Zandvoort, and a small contingent from this country will take part—including, it is hoped, Moss with the Kieft, last Saturday's Silverstone victor.

AFTER the proceedings at Silverstone, Moss dashed off to Belgium to drive the H.W.M. in the Grand Trophy de l'Entre-Sambre et Meuse, a formula 2 race, on the Sunday. The principal opponents of the British cars in the race were the official Simca entries, one of which (that driven by Manzon) had a new engine with o.h.c. Nevertheless, Moss lay second for the early part of the race, but then had to stop to change a plug. This happened three times in all, and he finally came in fourth behind the three Simcas; it was afterwards discovered that a piston ring had broken in the H.W.M.'s Alta engine. Two more H.W.M.s, driven by Belgians Roger and Laurent, finished sixth and seventh but the fourth car, with Lance Macklin at the wheel, fell out with a cracked distributor cap.

RESULT (race distance 211.5 miles, 40 laps of 5.28-mile circuit).

1, Simca-Gordini 1,490 (R. Manzon), 2h 17m 3s, 92.51 m.p.h.; 2, Simca-Gordini 1,490 (A. Simon), 2h 17m 57s; 3, Simca-Gordini 1,490 (M. Trintignant), 2h 18m 11s; 4, H.W.M. 1,960 (S. C. Moss), 2h 19m 0s.

THE Veteran Car Club, in conjunction with the Dorking and District Chamber of Commerce, are holding a speed hill-climb at Denbies, near Dorking, on Saturday, July 28. Proceedings will begin at 2 p.m.; an excellent entry is expected, and the B.B.C. are proposing to include a short film of the event in Television News-Reel. The course is approximately 1,000 yards in length, and includes a hair-pin bend of terrifying acuteness.

J. A. C.

CLUB NEWS

Fiat 500 Club. A garden party will be held at the White Lodge, Osterley, Middlesex, on July 22, to which all club members are welcomed; proceedings will begin at 2.30 p.m.

Berkhamsted M.C. and C.C. The second of the series of speed trials to be held this year over the sprint course at Tewin Water will be run on Bank Holiday Monday, August 6. Invited clubs are the Vintage, Falcon (which is helping to organize the meeting), Herts County, M.G., Seven-Fifty, Cheltenham and the Half-Litre. Classes will cater for racing and sports cars, with two for closed cars only. Entries should be sent to Major N. C. Lone, 143, Dunstable Road, Luton, Bedfordshire.

Leinster M.C. A good entry of 36 has been received for the International Leinster Trophy Race, which will be run tomorrow, July 21. Two Jaguar XK120s will be competing, a 4CL Maserati, an H.W.M., an Allard-Chrysler and a brace of M.G.s and specials. Wicklow, for the second year, is the venue for this event.

Aberdeen and D.M.C. An open race meeting at Crimond Aerodrome, near Peterhead, Aberdeenshire, will be run for unsupercharged sports cars and racing cars on Sunday, August 19. The classes for sports cars will be: up to 1,100 c.c., 1,500 c.c., 2,500 c.c., and unlimited. For racing cars, there will be a *formule libre* event, and one for "five-hundreds." Entry forms are available from D. Roberts, 16, Watson Street, Aberdeen.

West Cornwall M.C. On August 6 the Trengwainton Speed Hill-climb will be run for sports cars driven by club members; there will be classes for over 1,500 c.c., up to 1,300 c.c., up to 1,500 c.c. and an open championship class, open to cars of any capacity. Although this is a closed, members only event, it should have a wide appeal as the annual subscription is only 3s 6d for people residing 25 miles from Penzance. Regulations and entry forms will be obtainable shortly from J. H. Radbourne, 111A, Market Jew Street, Penzance.

Bognor Regis M.C. Driving tests will be held on the Esplanade at Bognor Regis on July 25, starting at 6.30 p.m. Invited clubs are the Brighton and Hove, B.A.R.C. (East Sussex and South Western Division), Gosport, Horsham, North West London, Southsea, West Sussex Drivers and the West Hants and Dorset M.C. Regulations may be obtained from P. Tunley, 5, Princess Avenue, Bognor Regis, Sussex.

Nottingham Sports Car Club. Gamston is having a busy season; on August Bank Holiday Monday another race meeting will be run there. With a programme of 10- and 8-lap races for sports, 500 c.c. and *formule libre* racing cars, it should be an interesting meeting. The Vintage, Sunbac, Midland Motoring Enthusiasts, Sheffield and Hallamshire, Bugatti Owners and Peterborough clubs have been invited to compete, and entries should be sent to reach H. G. Holt, of 14, Upper College Street, Nottingham, not later than July 23.

Alvis O.C. The inaugural meeting of the Scottish section of this club was held in Edinburgh on July 1, when David M. Gillies, of 17, Dudley Gardens, Edinburgh, 6, was elected honorary secretary. Membership of this section is open to all owners of Alvis cars resident in Scotland, and the committee are already planning a programme of rallies, gymkhanas, film shows and other social and sporting events.

Another section—the South Western—will be formed on July 22, when a *concours d'élégance* and social run will be held, starting from the Grand Spa Hotel, Clifton, Bristol, at 11.30 a.m.

Incidentally, E. E. Turner, of 3, Gatwick Road, Southfields, London, S.W.18, has been elected Honorary General Secretary in place of R. P. Birks, who resigned from this position recently.

Southsea M.C. The club's annual August "do" will be held on Bank Holiday Monday—a gymkhana on Southsea Common, commencing at 2.30 p.m. The police are again entering a team of cars to compete against the club team for the annual trophy (they won the trophy last year and are determined to hold on to it).

Regulations will shortly be published for the Speed Trials, to be run at Goodwood

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LE MANS
24 Hour Race

2 Frazer-Nashes started—
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60 starters — 30 finishers

The two Frazer Nashes were among the nine English cars in the first nineteen cars to finish. After holding the lead in the 2-litre class against Ferrari and Lancia for approximately half of the race, both Frazer Nash cars suffered from an unaccountable lack of oil pressure, and a reduction in speed appeared the sensible decision as the most important objective is to finish and qualify.

The Lancia, which was first in the class, covered 1,982 miles, as compared with the two Frazer Nashes with mileages of 1,960 and 1,952. The Lancia did not beat the mileage or speed of F.Lt. Stoop's Frazer Nash which won the 2-litre class in 1950.

Fastest laps (official) in the 2-litre class were achieved by Frazer Nash at 93.34 m.p.h. and 92.18 m.p.h.

FRAZER-NASH CARS
ISLEWORTH, MIDDLESEX

CLUB NEWS . . . . . continued

on August 11—a closed-to-club sprint for sports, saloon and trials cars.

United Hospitals and University of London M.C. A point to point competition from the Middlesex Arms Hotel, Bignells Corner, South Mimms, Hertfordshire, will take place on July 22, starting at 2 p.m. It will be open to members and their friends, driving cars, motor cycles, combinations and three wheelers in normal road trim. Entries (6s each) to Honorary Secretary, D. F. Bicknell, 10, Ashburn Place, London, S.W.7.

Mid-Cheshire C.C. Starting from the White Barn Hotel, Cuddington, at 11.30 a.m., a navigation and timekeeping trial will be run on July 29, for standard and "special" cars of any capacity. The course will be approximately 60 miles in length over first and second class roads, including observed sections and special tests. J. F. D. Bangay is the Clerk of the Course and Secretary of the meeting; entries should be sent to him before July 23 at 1, The Square, Ince, Chester.

North Midland M.C. This club and the Sheffield and Hallamshire M.C. will be competing on Sunday, July 22, for the "Over Revvers Trophy" in a hill-climb over a loose surface and round two hairpins.

Royal Scottish A.C. A rally for veteran cars will start from Blythswood Square, Glasgow, at 10.30 a.m. on Saturday, August 18. The route will lie through Bishopbriggs, Kirkintilloch, Kilsyth, Falkirk and Linlithgow to the finish, in the Castle Parade, Edinburgh. All drivers of cars registered before 1908 are invited to compete. Entries should be sent to A. K. Stephenson, R.S.A.C., Blythswood Square, Glasgow, C.2.

British Automobile Racing Club (S.W. Centre). A hill-climb will be run on July 29, in which the following clubs have been invited to compete: West Hants and Dorset, Southsea, Gosport, Isle of Wight, Bristol M.C. and L.C.C. The hill is located about 3½ miles N.N.W. of Ludgershall, and leads out of Brunton village, a quarter of a mile from Collingbourne Kingston, which is on the main Tidworth to Marlborough road. There will be classes for open, closed and special cars, and there will be two runs per car, three if there is sufficient time.

Darlington and D. M.C. Regulations have now been published for the *formule libre* and formula 3 race meeting to be held at Croft Airport on Saturday, July 28, commencing at 2 p.m. It is entitled the Festival of Great Britain Race Meeting, and will include 10-lap heats and a 20-lap final for 500 c.c. racing cars, and a 15-lap race for *formule libre* cars. The course is part of the perimeter and a runway of Croft Airfield, near Darlington, of level tarmacadam, and approximately 50 feet wide. The lap distance is 2.1 miles. The Half-Litre, B.R.D.C., B.A.R.C., Yorkshire S.C.C., Lothian, and Sheffield and Hallamshire clubs have been invited to compete. An excellent entry has been received; details from J. Kitching, 41, Blackwellgate, Darlington.

IN BRIEF

Ken Wharton's Cooper was fitted with Dunlop tyres when it made fastest time of the day at 34.6 sec in the Bo'ness hill-climb.

A new price list of the excellent Michelin Continental maps and guides has been published by Anglo-French Periodicals, Ltd., 25, Villiers Street, London, W.C.2.

A portfolio for Berkeley caravan owners has been produced in conjunction with C. C. Wakefield and Co., Ltd., the makers of Castrol oils. In the portfolio are two booklets, *Some Maintenance Hints for Berkeley Caravans* and *Car Care*. Copies are available free from Berkeley Coachwork, Ltd., Biggleswade, Bedfordshire.

Mr. Hassanali Sajan, chairman and managing director of Hassanali's Auto Store, Ltd., Nairobi, is now in the United Kingdom, following a visit to the U.S.A. His firm are sole distributors for many American car products and he is now interested in the distribution of British spares and accessories in Kenya, Uganda and Tanganyika. The London confirming house are Henckell du Buisson and Co., 5, Laurence Pountney Hill, London, E.C.4.

The 48th annual general meeting of the Scottish Motor Trade Association was held in Edinburgh on June 29. Mr. R. R. Stalker (Rossleigh, Ltd., Dundee) was elected president, with Mr. L. H. Balfour (Westfield Autocar Co., Ltd., Edinburgh) as vice-president.

An extraordinary general meeting of Ward and Goldstone, Ltd., of Pendleton, Manchester, will be held at the Frederick Road, Pendleton, works on July 25, after the annual general meeting. It is proposed to increase capital from £200,000 to £300,000 by creating 400,000 ordinary shares of 5s each.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15938. 1937 Morris Twelve
"P.S.T."—General information and a handbook for the Series II model.

No. 15939. 1934 Austin Big Seven
"J.W.P."—Maintenance and general overhaul hints and tips; also a handbook.

No. 15940. 1937-38 25 h.p. Vauxhall
"R.P."—Maintenance hints and tips, general experiences; also a handbook.

No. 15941. 1936 Hudson Terraplane
"H.S."—Hints and tips on maintenance, general experiences and a handbook.

No. 15942. 1938 Wolseley Fourteen
"G.S."—Maintenance hints and a handbook.

No. 15943. 1934 1½-litre Le Mans Singer
"T.A.K."—General experiences, maintenance, and performance data, also a handbook.

No. 15944. 14 h.p. Karrier Bantam Engine
"E.W.F."—Advice and what snags are likely to be experienced when fitting in an 18 h.p. Austin Windsor chassis.

No. 15945. Ex-W.D. Ford V8 Utility
"D.B."—Details as to performance especially fuel consumption, oil pressure when idling and advice in cutting down speed to improve fuel consumption.

No. 15946. Building Sports Body
"P.R." (Australia).—Any advice and hints for constructing a light 2-seater body of 22 gauge sheet steel on a 1938 Ford Ten chassis for trials and sporting events. Also tips on polishing and balancing the engine and fitting a dual carburettor.

No. 15947. Handbooks Required
"J.McK."—1936 Talbot Six.
"F.W.S."—1935 Daimler Fifteen.
"E.McC."—1933 Standard Nine; also wiring diagram.
"E.W.P."—1937 Rover Twelve.
"T.G.A."—1936 1½-litre Riley Falcon.

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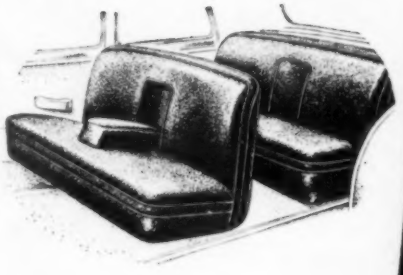
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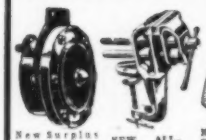
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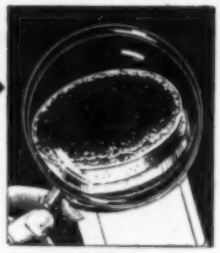
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1½-litre 14 h.p. Foursome Drophead Coupe, 1939, original black finish, red leather, typical Jaguar performance, three new Dunlop tyres ... **£545**
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1½-litre 14 h.p. Sports Saloon, 1947, excellent condition, distributor-maintained since new, engine just decoked and serviced, nominal mileage, radio **£795**
2½-litre Foursome Drophead Coupe, 1938, nicely finished in Jaguar green with brand-new dark grey hood, outstanding performance, several extras **£495**
2½-litre Sports Saloon, 1946, fitted radio, discs, h-eater, dual passlights, outstanding condition **£935**
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12 h.p. Saloon de Luxe, 1938, with large-type body like 14 h.p. model, desirable car, economical but very satisfying perform., loose covers, etc. **£485**
14 h.p. Saloon, 1936, in sound order throughout original olive green coachwork with black wings **£295**
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A.C. coupe, registered 15.1.36, recellulosed, retrimmed, new good wheels and tyres, good all-weather, no leaks, an honesty sound car, £355.—Sunningdale Motors, Sunningdale, Berks. [6068

195 (ish).—A.C. Ace, 1956, 16-6hp Greyhound sports saloon, black, sliding head, red leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6637

A.C. Spares and Service

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Alfa-Romeo Spares and Service

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1950 Allard saloon, black, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6584

1950 (May) J2 Allard, fitted latest modifications, genuine mileage under 1,000.—Speight, Hillside, Brigsley, nr. Grimsby. Tel. Waltham 3166. [5643

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WANTED, Allard 4-seater drop head coupe, selling 1946 (Nov.) Prefect, green leather, radio, bench seat.—Binnall, Fishguard. [6457

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ALLARD MOTOR Co., Ltd., Service Dept.: 51, Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2355.

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1948 Alvis 14hp Tickford coupe, grey.

1948 Alvis 14hp utility, special interior finish.

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1938 (November) Alvis Silver Eagle saloon, superb order.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 5266. [6166

GORDON CARS (LONDON), Ltd.—1950 Alvis 14hp saloon, maroon.—Below.

GORDON CARS (LONDON), Ltd.—1949 Alvis 14hp saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Alvis 14hp coupe, grey.

GORDON HOUSE, 375, Euston Rd., London, N.W.1. Euston 6611. [6547

SPEED 25 sports saloon by Charlesworth, superbly maintained, black, 1958 series.

WADDOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [5877

1949 series Alvis 14, first reg. Nov. '48, 4-door saloon, small mileage, fitted radio.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2674-5.

ALVIS 12/70 4-seater coupe or tourer, around 1956, Talbot or similar considered.—Fairfield, 18, Slade Rd., Ranby. [6462

1936 —Alvis 20 Crested Eagle, six light saloon; £275. Speedwell 1242. [6556

1950 Alvis 14 sal., maroon, 6,500 miles, £1,775.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 5051. [6312

1949 (Sept.) Alvis 14 drop head four-seater, low mileage, grey with red hide, H.M.V., one careful owner, magnificent well-kept car; exchanges and terms. [6062

SWANMORE CAR SALES, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1023. [6092

DUNHAM & HAINES, Alvis distributors for Bedfordshire.—1949 black, beige leather, saloon, moderate mileage, chauffeur driven, serviced solely by Alvis, Coventry, and passed by them.—Dunham & Haines, Luton 2100. [5905

ALVIS Speed 20 (1935) V.D.P. sports saloon. Miranda, old and trusted friend of owner now going overseas; immaculate condition, almost unrestored, maintained in mechanically excellent condition; £400. Tel. Aldershot 580, Ext. 0317. [6752

1940 (May) Alvis 12/70 saloon, carefully maintained and in absolutely first-class condition throughout, all consumption negligible, owner taking delivery of new car; £755.—Spaxton Roogshaw Rd., Merstham, Surrey. Tel. Merstham 2350. [6458

225 ens.—Alvis Firefly, 1954 model, 12hp, sports saloon, blue, sliding head, red leather, pre-selector, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6070

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

SUPERB Alvis 1948 14hp Tickford d/h coupe, low mileage, private sale, red chrome leather, cream body, many extras, including radio. Earls Court show model, perfect throughout, serviced by makers, exclusive car for the connoisseur.—Perivale 5565 or Box 2878. [6746

ALVIS Firebird open sports, finished in green, in spotless condition, twin horns, chrome spotlamp, five unworn tyres, body by Cross & Ellis with cutaway sides, one owner since new, full history available, unrepeatable at £865.—Grove Garage & Motors, 522, Fore St., Edmonton, N.9. Tot. 3162. [6150

1948 (March) Alvis fitted superb folding head 4-str. sports coupe body; black and chromium, dark green leather, bumpers, discs, twin horns, fog lamp, immaculate and imposing car, delightful performance, written guarantee; £1,475; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6355

ALTON GARAGE, "The Alvis People," offer a further selection of Alvis cars from stock, including £575, Speed 25 sports saloon, black with red leather upholstery, unusually fast and attractive, built in radio, etc.; £550, 17hp Silver Crest touring saloon, details of £1,020 maker's overhaul available; £450, speed 20 sports saloon, one owner only from new, and exceptionally well maintained; £525, 12hp Firefly sports saloon with boot, most immaculate condition; £215, 12/50 drop head coupe, special body with bench type seat, and rear occasional, new hood, many extras.

WE are constantly striving to assist all would-be Alvis buyers and sellers, and our terms of business, including hire purchase and insurance arrangements, are the fastest possible.—Alton Garage, 17, Brook Mews North, Craven Road, W.2. Padd. 8262. [6475

Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914

1949—50 Alvis; please give particulars and price.—A. FREEMAN, Ltd. Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874-5. [0494

CASH immediately for good Alvis.—H. F. Edwards, 154, Gt. Titchfield St., W.1. [6522

S. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 350. [0697

CHARLES FOLLETT, Ltd., buy good late model cars.—19, Berkeley St., W.1. May. 6266. Service, Works and Stores: 12, Wellesley Ave., W.6. Riv. 1415. [0590

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams. Alvicar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. Grams, Alvis, Coventry.

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1415.

KINGSTON-ON-THAMES.—Sales, Service and Spares, G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. [0591

ALVIS repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0878

AMERICAN CARS

SIMPSON'S MOTORS offer:—

1949 Chevrolet 2-door saloon, fitted with heater, seat covers, very low mileage. [0653

1949 (first reg.) Plymouth 2-door sedan, heater, seat covers, left-hand drive, colour beige.

1949 Plymouth 4-door saloon, heater, seat covers, immaculate car, left-hand drive, colour dark blue.

1949 Studebaker Champion, right-hand drive, fitted with heater, seat covers.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. [6087

CAMDEN MOTORS.—Chevrolet Fleetmaster saloon 1948 models.

CAMDEN MOTORS.—Oldsmobile saloon 1949 model with hydromatic drive.

CAMDEN MOTORS.—Pontiac streamliner saloon 1948 model with hydromatic drive.

CAMDEN MOTORS.—Buick Special Eight saloon 1947.

CAMDEN MOTORS.—Chrysler Royal saloon 1947 model with fluid drive and hydraulic transmission.

FOR details of above see separate adverts. under respective classifications.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [6505

GATEHOUSE have a first class post-war Studebaker; for full details see under Studebaker.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [5099

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd., offer:—

1950 Armstrong Siddeley Whitley saloon, grey, blue leather, synchromesh gears, 1 owner, immaculate.—184, Gt. Portland St., W.1. Museum 1001. [5095

TOM GARNER, Ltd., offer:—

1950 Armstrong Siddeley 2.5-litre (18hp) Lancaster saloon, black with brown leather, 3,600 miles only.

1950 Armstrong Siddeley 2.3-litre (18hp) Hurricane coupe, grey with red leather, radio, heater, etc., 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [5965

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 (July) Armstrong Siddeley Lancaster, 9,000 miles, £1,950; also 1946 Lancaster, £1,050; and 1947 Typhoon, £1,095.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6706

GORDON CARS (LONDON), Ltd.—1947 Armstrong Whitley coupe, blue.

GORDON HOUSE, 575, Euston Rd., London, N.W.1. Euston 5011. [6548

ARMSTRONG SIDDELEY

1949 (model) Armstrong Siddeley Lancaster 4-door saloon, black, brown leather, heater, 15,000 miles only.

RIPCO, Ltd.—16, Albemarle St., Mayfair, W.1. Regent 2982-3-4. [6554

GATEHOUSE offer 1938 Armstrong 17 saloon, excellent condition, £455.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [5094

1948 (Oct.) 16hp Lancaster saloon, 21,000 miles; excellent condition, £1,175, or offers.—Cook, "North View," Flax, Bourton, Bristol. [6199

1939 Armstrong 25, seven-seater, division saloon, immaculate condition; £525.—Norman Autos, 554, London Rd., West Croydon. Thornton Heath 4657. [6622

1950 Armstrong Whitley, 6,000 miles, colour: blue; £1,975.—Gordon's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6544

1948 Armstrong Siddeley Typhoon, finished in black with green leather upholstery, fitted radio and heater, one fastidious owner, £1,150; terms, exchanges.

MASON BROTHERS (Motor Showrooms), 151 153, Fitzwilliam St. (Off The Moor), Sheffield 1. Tel. 24867. Open week-ends. [5074

COLDERS' GREEN.—H. A. SAUNDERS, Ltd.—1949 Armstrong Siddeley Lancaster 4-door saloon, black, brown leather, guaranteed; £1,399.—144, Golders Green Rd., Spe. 6011. [6501

£225—1934 Armstrong Siddeley 15hp saloon, stored 10 years, hail little use, in immaculate condition throughout.—Mr. Ayres, 9, Broadmead Ave., Northampton. Tel. 5646. [6040

1948 Armstrong Hurricane coupe, fitted special Tickford head, blue brown leather, radio, heater, wheel guards, etc., 18,000 miles.—Tickford, Ltd., 6, Upper St. Martin's Lane, W.C.2. Temple Bar 5356. [6040

ARCHIE SIMONS & Co., Ltd.—1939 Armstrong Siddeley 25hp 7-passenger limousine, colour dark blue and black, one owner since new, stored during war, immaculate throughout; £795.—94, Gt. Portland St., W.1. Lan. 1543. [6146

£945—1947 Armstrong Hurricane drop head coupe, really spotless and as new condition throughout, only two previous owners who have maintained this vehicle perfectly; 5 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6755

1259gns.—Armstrong Siddeley (April 1949) Lancaster 4-door saloon, black, sliding head, fawn leather with loose covers, radio, good tyres, one careful owner, small mileage, exceptional condition; terms, exchanges.—Below.

175 gns.—Armstrong Siddeley, 1935 model, 12hp sports foursome coupe, black, sliding head, grey leather, preselector, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6640

LIMOUSINE, superlative, small mileage 1938 model, 25hp, streamlined, one owner since new, original spare tyre indicates exceptional condition, original everything.—£975.—R. C. Mortlake, 253, Kenual Rd., London, W.10. Ladbroke 3155, after 6.0 Arnold 4604. [5597

£945—Armstrong Siddeley 16hp Hurricane drop head coupe 1947, a genuine one-owner car since new, maintained with every care and attention, serviced regularly by main distributors, very attractive finish in beige and leather upholstery, fitted radio, heater, passlights, etc., very outstanding mechanical condition, recorded mileage 19,750; written guarantee.—See below.

£395—Exceptional value Armstrong Siddeley 14hp saloon de luxe 1938 model, engine completely reconditioned to 1951 standard and not yet run in having completed a test run of 48 miles only, all bills for engine work available for inspection.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Part exchanges; hire purchase; write for post-free catalogue of 400 cars; free delivery anywhere in the United Kingdom; fares refunded in full on any part of the country; showrooms open till 8 p.m., Monday to Saturday. [6504

A & S Limousines 1938 25hp, partition, widest occasionals, black, exceptional carriages, certified mechanically, choice of two.

1939 Long-17 Double Enclosed, widest occasionals, black, certified mechanically, bargain. Seen.—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square, Mayfair. 2941. [6121

Armstrong Siddeley Cars Wanted

CASH immediately for good Armstrong Siddeley.—H. F. Edwards, 154, Gt. Titchfield St., W.1. [6521

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp Tube). Ham. 6041. [0916

ANY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [5545

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0185

ARMSTRONG SIDDELEY Hurricane coupe in good condit on urgently wanted.—J. R. Inwards, Ltd., High St., Ruislip 5055-6-9. [0900

R. S. CURRIE & Co., Ltd.—Armstrong Siddeley saloon cars wanted.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0095. [5728

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0601

PASS & JOYCE, Ltd., London and District distributors wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0395

Armstrong Siddeley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7501.

ARCOT MOTORS, preselector gear boxes, exchange and repairs.

ARMSTRONG SIDDELEY Owners.—Complete overhauls, service and repairs by our highly skilled and specialist mechanics in our modern well-equipped workshops.

ARCOT MOTORS, Ltd., 109, Fulham Rd., S.W.3. Write call or phone Kensington 7501. [0644

BIRMINGHAM distributors spare parts from 1932.—Frank Moseley (A. S. & S.), Ltd., the Depot, Steward St., Birmingham, 18. Edg. 0916. [0548

Armstrong Siddeley Spares and Service

A LARGE stock of spares for the above cars always available.—Pass & Joyce Ltd., London distributors, Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLYS, Ltd., Cheetham Hill, Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0602

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. [1999

ASTON MARTIN

BROOKLANDS for individuality.

ASTON MARTIN distributors; details of new 2.6-litre; demonstration car available.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8551-6. [5143

ROYS AUTOMOBILES, Ltd., offer 1937-8 Aston Martin 2-litre sports 4-seater, good condition; £675.—127, Parkway, N.W.1. Euston 2700. [4663

195 gns.—Aston Martin, 1938 model, 15-98hp 2-litre 4-door sports saloon, black, sliding head, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6638

1949 D.B. II Aston Martin, first registered 26/4/49; fitted with Vantage engine, 1951, brake drums, shock absorbers, and coil springs, finished in dark blue with beige leather, 4 to 1 rear axle ratio, capable of 115 mph, in immaculate condition throughout; £2,750.

H. R. MARTINDALE, Ltd., Harrison St., Leeds, 1. Tel. 20114-5. [6152

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0194

AUSTIN SEVEN

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1937 Austin Ruby saloon, in first-class condition; £325.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [2563

£225—1938 Austin Big 7, good runner, taxed, any trial.—Richmond 5391. [6614

£195—Austin 7 1936 sln., leather interior, good mechanical order; many others.

BENMOTORS, 13, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (5 yds. Holland Park Tube.) [5844

£125—Austin 7 saloon, 1932 model, good condition; also £250, 1938 Austin 7 2-seater.

XL SERVICE STATION, Kingston Vale, S.W.15. Kingston 4533. [5535

1938 Austin 7 cabriolet, excellent little car; £295.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [5525

ROYS AUTOMOBILES, Ltd., offer a superb 1938 sports 2-seater Nippy, like new; £250.—Parkway, N.W.1. Euston 2700. [5719

£250—1937 Austin 7 Ruby de luxe saloon, excellent runner, clean condition, unused for considerable period.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6040. [5680

£265—Austin 7 Ruby saloon de luxe, 1937, black, 40mpg, reconditioned engine and steering, thousands of motoring miles still available.—M.S. Motors, 356, New Cross Rd., London, S.E.4. Tideway 3777. [5623

265 gns.—Austin 7, 1938 model, Ruby saloon, black, brown leather, one owner, very good condition, choice of 5 Ruby saloons; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6636

WALTER SCOTT, Ltd.—Austin Big 7 de luxe saloon, black, brown hide, good tyres, excellent condition, £525; also Ruby saloon, black, exceptional in every way, £250; exchanges, terms.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube). Pri. 5914. [5059

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

ULSTER or nippy wanted, any condition.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [5997

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0834

AUSTIN EIGHT

J. CORYTON, Ltd.,

USUALLY have an 8hp Austin for sale; for details telephone

139-149, Fulham Rd., S.W.3. Ken. 1410.

OVERSEAS CARS, Ltd. [6244

1946 Austin 8 saloon, grey, brown leather, reconditioned engine, £635.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [6144

1947 Austin 8 saloon, black, brown leather upholstery.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [6591

1947 Austin 8 4-door sun saloon, low mileage, first-class condition; £650.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [6678

1946 Austin 8, respayed green, brown leather, excellent running order; £365.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [6419

AUSTIN 4-door saloon, 8hp, 1940 model, in very nice condition; £425 or near offer.—Lin. 3372. [5490

£425—Austin 8 2-seater Nippy, genuine 15,000 miles since new, one owner, in new condition throughout.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After six Tulse Hill 4755. [3526

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN EIGHT

1946 Austin 8hp 4-door sunshine saloon, black, brown leather, excellent condition throughout, taxed year; £595.—Per. 7366. [6726

390 ots.—1940 (Nov., '39) Austin 8 sun saloon, re-cellulosed French grey, recent overhaul, £155 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 5211. [5352

Austin Eight Cars Wanted

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

ROWLAND SMITH'S the Austin 8 buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041.

I NEED post-war Austin 8 immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 1288 (day). [0725

CASH buyers of low mileage Austin 8s, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0784

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0835

AUSTIN TEN

WADDINGTON MOTORS, Ltd., offer:—

1946 Austin 10 saloon, exceptionally clean car throughout, £755.—Fortune Green Rd., N.W.6. Ham. 2211. [5086

A USTIN 10 1935 de luxe saloon, black, in excellent condition, £265.—Ravensbourne 6507. [5918

1946 Austin 10 saloon de luxe, blue, blue leather interior, very good condition throughout.—

WALTON-ON-THAMES MOTOR Co., Ltd., Walton 200. [6445

1946 Austin 10 saloon, black, reconditioned engine recently fitted in very clean condition, £725.

FERRARIS, of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [4678

1938 (Oct.) Austin Cambridge saloon, bargain, £500.—A. Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [6595

1936 Austin 10 Lichfield de luxe saloon, specimen car; £310.—548, King St., Hammersmith, Rip. 2837-8. [6469

1936 Austin 10 Lichfield, beautiful condition throughout, splendid engine, uses no oil, transmission quiet, almost new tyres all round; £275.—

MAGDALEN MOTORS, 511, Trinity Rd., Wandsworth Common, Battersea 5575. [6366

1947 (Sept.) Austin 10 sal., black, 1 owner, 20,000 miles, taxed, as new.—Tickford, Ltd., 6, Upper St., Martin's Lane, W.C.2. Temple Bar 5326. [6041

A USTIN tourer in good condition, first registered 1947, £465 or 30 monthly instalments of £18 15 1.—The Cooden Engineering Co., Ltd., Bexhill. Tel. Cooden 600. [5476

1949 Austin 10 saloon, small mileage radio and heater, in good condition throughout.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 5051-2. [5127

A VAILABLE to the trade, low mileage Austin 10.—Gerry Browne Motors, 55-57, South Edwardes Sq., Kensington, London, W.8. Temporary Telephone No. Western 2269. [0884

£385—1938 Austin 10/4 saloon de luxe, exceptional condition, a bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [6295

470 ots.—1940 Austin 10 de luxe sun saloon, leather, recently overhauled, rebored, recond. gearbox, etc., £165 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [1651

MAYFAIR GARAGES, Ltd.—late 1937 10hp Cambridge 4/4 saloon, sliding head, de luxe leather upholstery, bumpers, rebored engine, carefully used, excellent condition throughout, 5 months' guarantee; £345.

MAYFAIR GARAGES, Ltd.—Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5; open 9-6, Sats. 9-12. [6604

1940 type Austin 10 saloon, black/blue leather, in beautiful condition throughout, could be taken for post-war model; £525.—Peter Bantock Car Sales, 104, High Rd., Chiswick. Chiswick 2725-5870. [5652

£445—Austin 10 Cambridge de luxe saloon, very rare and unusual condition motor car, spotlessly maintained, would be the envy of your friends, choice of 60 other cars; 3 months' guarantee; hire purchase, exchanges.—

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6740

Austin Ten Cars Wanted

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0955

I REQUIRE post-war Austin 10, urgently.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0924

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St., (Hampstead Tube), Hampstead 6041. [0920

CASH buyers of low mileage Austin 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0795

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0836

AUSTIN A40

DICKS.

1950 Austin A40 saloon, very low mileage, as new.—

DICKS CAR SALES, Ltd., 395-401, High Rd., Kilburn. Maida Vale 6888-9. [5606

CAR MART, Ltd.

LONDON Distributors.

1950 Austin A40 saloon, 2,000 miles; £1,315.

1949 Austin A40 saloon, radio, heater, 16,000 miles; £1,115.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [6251

1949 A40, excellent condition; £1,025.—Bevan, Cullumpton 3141. [6668

AUSTIN A40

CYRIL SHEPPARD offers:—

1950 Austin A40 de luxe saloon, 9,000 miles, as new throughout.—102, King's Rd., Reading. Tel. Reading 2712. [6405

H A. SAUNDERS, Ltd., offer:

1949 Austin A40 saloon, fawn with beige leather upholstery, heater, 12,000 miles; £1,145.

836—842, High Rd., N.12. Hillside 0024. [6063

PHILIP RICKARDS, Ltd., offer:—

1949 Austin A40 saloon, grey/blue, 10,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-5. [6035

H A. SAUNDERS, Ltd., Radlett, Herts.

1950 Austin A40 saloon, black, radio, heater and sun roof, 5,000 miles; £1,245.

1949 Austin A40 saloon, beige heater and sun roof, 20,000 miles; £985.

1949 Austin A40 saloon, green with beige leather, 15,000 miles; £1,025.—Radlett 6167. [5977

DAGENHAM MOTORS, Ltd., offer the following cars:

1949 Austin A40 Devon saloon, green, beige hide, 14,000 miles.

1949 Austin A40 Devon saloon, grey, beige hide, 16,000 miles.

1949 Austin A40 Devon saloon, grey, beige hide; **56** Park Lane, W.1. Regent 4866, and 374, Ealing Rd., Alperton. Mudie. Perivale 3388. [6284

1949 A40, green, 10,000 miles, virtually new; £1,095.

ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Paddington 6239. [6418

1950 Austin A40 saloon, green with brown leather, sun roof, radio, heater, very low mileage.

HALLS (FINCHLEY), Ltd., Standard House, Odeon Parade, N.12. Tel. Hillside 4044. [5377

A40 Tudor, Oct., 1949, one owner, 6,998, leather, spare unused, absolutely as new.—278, Chester Rd., Castle Bromwich. [6794

1950 (June) Austin A40 saloon, dark green with brown upholstery, fitted radio, sunroof and heater, 5,500 miles only; £1,250.

R. C. WIMBUSH, Ltd., 512, Earls Court Rd., S.W.5. Fremantle 8401. [6125

1949 Austin A40, black, excellent condition, £1,065.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [4543

1949 Austin A40 Devon saloon, beautiful condition, £1,000 or terms.—Robin Wood Garage, Crystal Palace, S.E.19. Sydenham 6500. [7237

1950 (June) Austin A40 saloon, dark green with brown upholstery, fitted radio, sunroof and heater, 5,500 miles only; £1,250.

R. C. WIMBUSH, Ltd., 512, Earls Court Rd., S.W.5. Fremantle 8401. [6125

1949 Austin A40, black, excellent condition, £1,065.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [4543

1949 Austin A40 Devon saloon, beautiful condition, £1,000 or terms.—Robin Wood Garage, Crystal Palace, S.E.19. Sydenham 6500. [7237

1948 (Nov.) Austin A40 Dorset saloon, finished in fawn with fawn leather, sliding roof, interior heater, genuine 22,000 miles, in superb condition; £985.—Below.

1949 (Sept.) A40 Devon saloon, grey with beige upholstery, genuine 9,000 miles only, spare wheel unused, one owner since new; £1,155.—Below.

1949 (March) Austin A40 Devon saloon, finished in blue with blue upholstery, 18,000 miles, in excellent condition throughout; £1,075.

ROBBINS, 96-96, The Richmond Rd., East Putney, S.W.15. Tel. 4581. [6626

1949 (May) Austin A40 Devon, grey, heater and radio, brand new condition; £995.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [6762

1949 Austin A40 sun saloon, demister and heater, 10,000 mls., green and beige leather, immaculate; accept £1,050, taxed.—Barnes, Brandon House, Grafton, Hereford. Tel. 2512. [6798

1949 (September) Austin A40 de luxe saloon, black, fawn leather, 10,000 miles, immaculate condition throughout; £1,095.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 2282. [6085

1949 Austin A40 Devon de luxe saloon, sliding roof, one owner, 12,000 miles, very clean, any inspection invited, 3 months' guarantee, terms and exchanges; £1,125.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [6675

Austin A40 Cars Wanted

T H E CAR MART, Ltd.

A USTIN cars

R EQUIRED immediately.

M AKE your enquiries to

A USTIN House, 297, Euston

R OAD, London, N.W.1.

T ELEPHONE: Euston 1212. [0957

I NEED Austin A40 immediately.—30, Ryecroft Rd., S.W.16. Tulse Hill 2764 (day). [0725

A40 car wanted.—Mac, 12, Brambledown Rd., Wallington, Surrey. 6597 [2587

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St., (Hampstead Tube), Ham. 6041.

CASH buyers of low mileage Austin A40s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0796

A LMOST new Austin A40 required; cash payment.—Morley, 54 Streatham Hill, S.W.2. Tulse Hill 4488. [0851

A USTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0704

AUSTIN TWELVE

1937 Austin 12, excellent bodywork, good running order; £425.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [6679

1947 Austin 12 saloon, black, brown leather, excellent condition, chauffer maintained, £860.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [4375

A USTIN 12hp saloon, recently fitted new engine, good appearance, excellent performance; £500; terms.—Midland Motor Co., Traffic St., Derby. Tel. 2549. [6255

AUSTIN TWELVE

L F. DOVE offer 1939 Austin 12 saloon; £525.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [6715

1947 Austin 12 saloon, good condition; £750.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [6597

1939 Austin 12 Ascot de luxe saloon in beautiful condition, taxed year; £495.—Northway Garage, Swiss Cottage, N.W.3. Primrose 1127. [4401

1939 Austin 12/4 saloon, one owner, black, brown leather, beautifully kept, any exam.; £585.—Bowmour & Clements, 58, Watford Way, Hendon Central, Hendon 2146. [6613

1939 Austin 12 saloon de luxe, engine, clutch and brakes overhauled, recellulosed, excellent tyres in magnificent condition throughout, £445.—Weybridge 1491. [6425

R. (Ye AUTOMOBILES, Ltd., offer:—A 1934 Austin 12 Heavy 12/4 de luxe saloon, condition really good, many extras, and excellent tyres; £195.—127, Parkway, N.W.1. Euston 2700. [7543

245 ots.—Austin 12-16, 1936 Austin 12 Ascot de luxe 4-door saloon (fitted 16hp engine), dark blue, sliding head, blue leather, very good condition; terms exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6650

Austin Twelve Cars Wanted

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

CASH buyers of low-mileage Austin 12s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St., (Hampstead Tube). Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted.—Motourist (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0094

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0838

AUSTIN SIXTEEN

CAR MART, Ltd.

LONDON Distributors.

1948 Austin 16 saloon, radio, heater, 15,000 miles; £1,115.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [6255

SAUL & SLATTER, Ltd., offer:—

1949 Austin 16hp saloon, 16,000 miles, black, radio; £1,100.

44—46, Alderman's Hill, Palmers Green, N.13. Tel. Palmers Green 1205 and 7175. [6610

WANSTEAD MOTORS, Ltd., offer:—

1948 Austin 16, black and brown leather, very nice condition, £695.

WANSTEAD MOTORS, Ltd., Canbridge Park, E.11. Wanstead 1000. [5080

ACE SERVICE STATION (LONDON), Ltd., offer:—

A USTIN 16, 1948, blue, brown hide, immaculate; £950.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [6407

1937 Austin 16, tyres good; £255.—Uxbridge 990.

1937 Austin 16 Goodwood saloon, nice condition, £525 or near offer.—Box 2847. [5869

1937-8 Austin 16, immaculate; £595; 3 months' guarantee, terms and exchanges.—

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [6422

A USTIN 16, 1948, black, excellent condition throughout, one owner, price £950.—Bevan, Cullompton 3141. [6669

1947 Austin 16, black, leather, heater, one owner, careful user, regularly maintained.—Box 2976. [6743

12000 miles.—1949 Austin 16hp Countryman.—Ernest Sutton, Tel. Rugate 4. (Trade only.) [6356

1948 Austin 16hp saloon, excellent condition; £695.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181 & 182. [6658

1948 Austin 16hp saloon, excellent condition throughout.—Beardmore, 26, Queensway, Bayswater, W.2. Bayswater 0156. [7721

A USTIN 16 saloon, 1957, only 5,000 miles since complete reconditioning, £400.—Whittle, 107, King Charles Rd., Surbiton. Elmbridge 4978. [6573

16 hp Austin saloon, registered 4-5-48, mileage 26,236, green with brown leather, perfect order, licensed for year; £1,055.—Sunningdale Motors, Sunningdale, Berks. [6699

1938 Austin 16 Goodwood, black, green leather upholstery, good condition; £515.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [5137

1939 Austin 16 saloon, at present in paint shop, available 25th July, one private owner, faultless; £575.—Offord & Sons, Ltd., 154, Gloucester Rd., S.W.7. Fre. 0051. [4005

£215—1935 Austin 16 Greyhound sports saloon, a car with a difference with the reliability of an Austin.—Bray Motors 180-184, West End Lane, N.W.6. Hampstead 6490. [5641

1938 Austin 16 Gordon drop head coupe, first registered March, 1939, original hood, recellulosed, licensed December, beautiful condition, £450 or near offer.—Tel. LaBurnum 2216. [6450

1948 Austin 16hp saloon, H.M.V. radio, heater, chrome plated discs, black, brown leather, one careful owner, immaculate condition, £1,075.—Tom Allery Automobiles, 68, Hill Road, Wimbledon 5848. [6561

£595—1939 Austin 16 de luxe saloon, one owner except for three months, this vehicle has been positively wrapped in cotton wool and is in the rare condition associated with elderly ladies and careful chauffeurs, this car is as described, don't miss it, 3 months' guarantee; hire purchase; exchanges.—

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6751

HIRE Car 1950 Limousine 16hp, partition, forward occasionals, leather, 10,000 miles, immaculate.—

ALPE & SAUNDERS (100 Limousines). Lists posted as Providence Court, Grosvenor Square, Mayfair 2941. [6122

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Sixteen Cars Wanted

THE CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212. [6955

1949 Austin 16 saloon required.—Turnbull, Ross House, Station Hill, Winchester. [6061

CASH buyers of low-mileage Austin 16s; distance no object.—Hatfields, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0962

AUSTIN 16hp post-war saloons, in good condition, urgently wanted.—J. R. Inwards, Ltd., High St., Ruislip 5055-4-5. [0808

AUSTIN 16 cars wanted.—Motorists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2 [0703

AUSTIN A70 & A90

DICKS.

1950 A90 coupe, electric hood, windows, radio, heater, etc., very attractive car in red and cream.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6666-9. [6545

THE CAR MART, Ltd.
LONDON Distributors

1950 Austin A70 Hampshire saloon, heater, 600 miles, £1,695.

1949 Austin A70 Hampshire saloon, radio, heater, 10,000 miles, £1,450.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [6252

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A90 convertible coupe, blue with blue leather upholstery, radio, heater, etc., power operated hood and windows, 12,000 miles, £1,595.

836 842, High Rd., N.12. Hillside 0024. [6062

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A70 saloon, black with brown leather upholstery, radio, heater, foglamps, etc., 5,000 miles, £1,545.

836 842, High Rd., N.12. Hillside 0024. [6064

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 A70 saloon, black with grey leather, loose covers and Rimbellishers, 2,700 miles, £1,650.—Radlett 6167. [5956

GORDON CARS (LONDON), Ltd.—1950 Austin A90 coupe, black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Austin A70 saloon, brown.—Below.

GORDON CARS (LONDON), Ltd.—1949 Austin A70 saloon, green.

GEORGE HODSE, 375, Euston Rd., London, N.W.1. Euston 6611. [6549

1949 (Sept.) Austin A70 sun saloon, radio, heater, covers, lovely car, £1,375.

BERTRAM COWEN, Hermitage Lane, Streatham. Tel. Pol. 2100. [6450

1950 Austin A90, power-operated hood, one owner, radio, extras, immaculate and terms.

SWANMORE CAR SALES, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [6061

1949 Austin A90 convertible, blue, 12,000 miles, radio, heater, spotless condition; £1,425.

1949 Austin A70, 18,000 miles, grey, taxed; £1,265.

BIRKETT MOTORS, Ltd., 656, Mile End Rd., E.3. Advance 1517. [5811

1950 Austin A90 Atlantic convertible coupe, blue, blue leather, radio, heater, 11,000 miles, spare unused.

RIPCO, Ltd.—16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [6535

AUSTIN A90 Atlantic convertible coupe, red and beige upholstery, power hood, radio and heater; nearest offer to £1,850.

WADHAM GARAGES, Ltd., Weston-s-Mare. Tel. 269, after 5.30. Tel. 6185. [5921

OFFORD present November, 1949, Hampshire saloon, 7,000 miles only; £1,450.—154, Gloucester Rd., S.W.7. Fremantle 0051 [5508

1950 Austin A90, power-operated hood, etc., 12,000 miles, unmarked; offers.—Whitaker, 24, Hamilton Rd., Oxford 5540. [5978

1950 Austin A70, black, 10,000 miles, radio, heater, immaculate condition throughout.—Jack Smith, 32, Bruton Place, W.1. Mayfair 0821/2. [6167

CASS'S MOTOR MART.—1950 (May) Austin A90 coupe, black, heater, radio, power-operated hood, 5,500 miles, written guarantee.—5, Warren St., W.1. Euston 4110. [5618

1950 Austin A90 Atlantic convertible coupe, blue, blue leather, power operated head and windows, radio, heater, rimbellishers, etc., 12,000 miles, as new; £1,650.

CHELTENHAM GARAGES, Ltd., Winchcombe St., Cheltenham. Tel. 54454. [6219

AUSTIN A90, 1950, power-operated head, radio, heater, etc., red lined Luxon hide, works serviced, showroom condition, 9,000 miles; £1,500.—Gardiner, 26, Pitmaston Court, Moseley, Birmingham. Tel. South 2748. [6465

1950 A90 Atlantic, all electric, green radio and heater, as new; £1,495.—Acres Autos, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4, 2 minutes from Clapham North Underground. Tel. Macaulay 2211 and 2212. [5416

1950 A90 Atlantic convertible, all-electric with radio and heater, positively unmarked inside and finished maroon outside, nominal mileage; accept £1,495.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [6475

AUSTIN EIGHTEEN

CAR MART, Ltd.
LONDON Distributors.

1939 Austin Iver 7-str. limousine, 15,000 miles, £1,275.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [6254

1938 Austin 18 7-str., 42,000 miles, division, black/brown, ex. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 1536. [6042

1938 18hp Ivar limousine, leather throughout, exceptional car, private.—R. C. Mortiage, 253, Kensal Rd., London, W.10. Ladbroke 5155; after 6.30 Arnold 4804. [6616

18hp Ivar Austin saloon with division, colour black, condition, one owner, chauffeur-driven, can be inspected by appointment.—Reply to Box 2694. [4836

£525—1937 Austin 18 York, full 7-seater all face forward, bodywork literally like brand new, excellent chassis, unusual condition and ready for immediate work, 5 months guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6754

1935 Austin 18 limousine, face forward occasionals, very good mechanically, interior good, paintwork poor, tyres excellent, taxed to December; £225.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3468. [5624

A & S Seven seaters 1937/38/39 Saloons also partitioned Limousines, extensive selection, leather, black, certified mechanically. Seen.—

ALPE & SAUNDERS (100 Limousines). Lists posted) Providence Court, Grosvenor Square, Mayfair-2941.

Austin Eighteen Cars Wanted

CM

THE CAR MART, Ltd., London distributors wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

7-Passenger 1937/38/39 required, also Norfolk Saloons, good order essential, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941.

AUSTIN TWENTY

CAR MART, Ltd.
LONDON Distributors.

1939 Austin Ranelagh limousine, 6 months' guarantee, £1,275.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [6255

1938-9 Austin 24hp 7-seater limousine, low mileage, one owner, private.—White, E.C.M., N.Z.A., London, W.C.1. [6627

1938 Austin 20 limousine, face-forward occasional seats, division, perfect condition, chauffeur-driven, £725.—L. P. Price, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 5066. [4344

A & S Limousines 1937/1938 Mayfairs, partition, widest occasionals, leather, black, exceptional, delightful condition throughout. Seen.—

ALPE & SAUNDERS (100 Limousines). Lists posted) Providence Court, Grosvenor Square, Mayfair-2941. [6124

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925

7-Seater Limousines 1937/38/39—also 28hp—details please. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [6266

AUSTIN TWENTY-EIGHT

1939 (March) Austin 28hp 7-passenger Ranelagh limousine with sliding division and flush folding face forward occasionals, direct from original private owner, finished black, blue leather upholstery throughout, fully equipped, the whole car in original condition; trade enquiries invited.

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [5739

AUSTIN A125 and A135

CAR MART, Ltd.
LONDON Distributors.

1950 Austin A125 Sheerline saloon, 13,000 miles, £2,050.

1949 50 Austin A125 Sheerline saloon, 6,000 miles, £2,095.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [6256

H. A. SAUNDERS, Ltd., offer:—

1949 Austin Sheerline saloon, black with beige leather upholstery, radio, heater, etc., 7,000 miles, £1,895.

836 842, High Rd., N.12. Hillside 0024. [6076

PHILIP RICKARDS, Ltd., offer:—

1949 Austin Sheerline saloon, black, 25,000 miles, £1,495.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [6032

AUSTIN Sheerline black saloon, late 1949, under 7,000 miles, as new; £2,525, no dealers.—Box 2645. [5687

1949 Austin A125 Sheerline saloon, gunmetal, grey leather, radio, heater, nominal mileage, £1,865.

RIPCO, Ltd.—16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [6532

AUSTIN Sheerline, June, 1949, black, beige upholstery, armrests, radio, heater, 1 owner, 20,000 miles, written guarantee, £1,895.

APPLEYARD OF LEEDS, Ltd., North St., Leeds, 7. Tel. Leeds 52731. [5869

1950 Sheerline, 4,000 miles genuine, black; £2,150.—Silverthorne Motors, Ltd., 1015, Finchley Rd., N.W.11. Meadway 2288. [5651

1950 Austin Princess, silver, low mileage, magnificent condition; also exceptionally lovely 1949 Princess; exchanges and terms.

SWANMORE CAR SALES, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [6080

1949 Austin Sheerline (Nov., '49), silver with grey hide, low mileage; also Sheerline (Oct., '48), black, magnificent car, exchanges and terms.

SWANMORE CAR SALES, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [6063

AUSTIN A125 & A135

1950 (May) Austin A125 Sheerline saloon, 9,500 miles, black, beige leather upholstery, immaculate.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1535. [5126

AUSTIN Sheerline, grey (March, 1950), most perfect condition throughout, no expense spared in upkeep, 11,000 miles; £2,000.—Eden, 125, Park Rd., Aston, B'ham., Eas. 1206. [6619

GOLDERS GREEN, H. A. SAUNDERS, Ltd.—1950 Austin A135 Princess saloon, maroon, beige hide, radio, heater, 12,000 miles, guaranteed; £2,500.—144, Golders Green Rd., Spe. 0011. [6502

1949 (February) Austin Sheerline saloon, grey with grey leather, 12,000 miles, absolutely unmarked, £1,695.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [6758

NAYLOR & ROOT, Ltd.—1950 Austin Sheerline saloon, black, beige leather, 10,000, immaculate condition throughout; £2,250; three months' guarantee; choice of 100 quality cars, demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 each weekday including Saturday. [6493

Austin A125 and A135 Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0852

AUSTIN MISCELLANEOUS

TOM GARNER, Ltd., offer:—

1950 series Austin A125 Sheerline saloon, black with fawn leather, 1,000 miles only.

1949 Austin 16hp saloon (sun roof), blue with brown leather, 6,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6. [5964

1936 Austin 16 7-seater Gordon limousine.

1931 Austin 24 7-seater Ranelagh limousine, £425, the two, separately if desired.—Silverthorne Motors, Ltd., 1015, Finchley Rd., N.W.11. Meadway 2288. [6736

1946 Austin 8 4-seater utility, detachable seats; £575, also

1949 Austin Sheerline saloon, black, beige upholstery, £1,895.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6457

TAXICABS.—Ex-London Austin heavy 12-4, selected models, from £95ns.

WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [5878

1946 (Nov.) Austin 12hp saloon; 1949 (Nov.) Austin A40.—Knight's Garage, St. Teabur-st Rd., Reading. Tel. Reading 3944. [5894

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0574

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

C. G. NORMAN & Co.

AUTHORIZED Austin retailers are buyers of low-mileage Austin cars of any horse-power.—36-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

WE wish to purchase post-war Austins, all models.

BROWN & MALLALIEU, Ltd., General St., Blackpool. Tel. 22522 [4787

AUSTINS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0822

ALL models required.—Cowley Motors, 475, Cranbrook Rd., Ilford, Essex. Tel. Valentine 2400. [2648

ALL models Austin urgently required.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6045. [5859

POST-WAR Austin cars wanted urgently; mileage under 10,000, must be in very good condition.

OFFERS to:—Marble Arch Motor Supplies, Ltd., High St., Watford. Tel. Watford 3491. [6595

RAWLINGS BROS., Ltd., 87a, Cromwell Rd., S.W.7. Frobisher 8161, are buyers all types post-war Austins. [0616

BRITISH & COLONIAL MOTORS, Ltd., require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 5568. [6573

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 235. [0541

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0612

APPROACH us first before disposing of your Austin car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-3. [5565

1938-'39 Austin 10 or 12 required, must be clean and genuine, mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. [0815

Austin Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 139-9, King St., W.6. Riv. 3665. [0229

C. G. NORMAN & Co.

AUTHORISED Austin retailers.

SPARE parts and components in stock.—36-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

THE CAR MART, Ltd.,

LONDON distributors, spare parts for all models, cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5 (Ealing 6717). [0160

IF it's Austin spares try Sands, the Austin People, Burnham, Bucks 84.

A40 replacement engine, £45, fitted, 48-hours service.—Allery & Bernard, Ltd., Pla. 7345. [6465

AUSTIN spares and vehicle parts, new and replacement units from the largest stock in South London, free delivery in many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0125. [0414

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Spares and Service

FOR Austin mudguards, running boards, 1951-9.—Brooks, 5 and 6, Frederick Place, Brighton, Brighton 21147. [0582

NEW gears, suitable 7-10hp, etc.; reconditioned exchange gear boxes; repairs; trade discount.—Tarrant & Fraser, 10 Winchester Mews, N.W.3. Pri. 2647. [0196

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Fry Northwood's first, —45-47, Newington Causeway, S.E.1. Hop. 2852, 2820.

BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0205

BRYNN & STEVENS, Ltd., the South London Austin depot. Full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock, repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

BENTLEY (3½ & 4¼-litre)

CMC

CAR MART, Ltd.

1948 Bentley Mark VI steel saloon, 15,000 miles, £5,500.

1939 Bentley 4¼-litre Park Ward sports saloon, 6 months' guarantee, £2,975.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [6257

FOX.

OFFICIALLY appointed Rolls-Royce and Bentley retailers. Special retailers of H. J. Mulliner coachwork; have a special display of completely reconditioned Mark VI Bentley saloons, of all years, including the undermentioned.

1947 standard steel saloon, black and steel blue, dark blue leather, chassis completely overhauled prior to sale; immediate delivery; £4,450.

H. A. FOX & Co., Ltd.,

3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687.

FOX.

DICKS

1934 Bentley 3½-Litre sports saloon; £950.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [2446

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

NORTHERN Bentley specialists.

1948 Mark VI standard saloon, pearl grey with blue leather upholstery.

1947 Mark VI standard saloon, black with beige leather upholstery.

1937 4¼-litre 4-door sports saloon by Thrupp & Maberly, black with blue leather upholstery.

1934 3½-litre 4-door sports saloon by Park Ward, black with brown leather.

FOR further particulars contact the largest Bentley distributors.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sheffield. [0906

R. C. MORTLAKE offers:—

1935 Bentley 3½-litre 4-door sports saloon by Park Ward, known history, £1,495.

1936 4¼ Park Ward 4-door sports saloon, known history, superlative mechanical condition; £1,650.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155 after 6.30 Arnold 4604.

TOM GARNER, Ltd., offer:—

1949 Bentley 4¼-litre saloon, blue with smoke blue leather, 11,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 8265-6. [5965

RUSSELL MOTORS offer:—

1934 Bentley 3½-litre drop head foursome coupe by Park Ward, black, red leather, discs, radio, etc., exceptional car.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [2114

BROOKLANDS for individuality.

1948 Bentley Mark VI Standard saloon, black, speedometer reading 14,000.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [5190

WARWICK WRIGHT, Ltd., offer:—

1948 Bentley 4¼-litre standard sports saloon, blue, blue leather, 28,000 miles.

WARWICK WRIGHT, Ltd., New Bond St., W.1. Mayfair 9761. [3916

JACK OLDING OF MAYFAIR offer:

1950 Mark VI Bentley standard saloon, 2 shades of grey with maroon leather, 9,000 miles.

1949 Mark VI Bentley standard saloon, black with brown ltr., 20,000 miles.

1948 Mark VI Bentley standard saloon (all 1949 features) in metallic grey with powder blue ltr., 36,000 miles.

1948 Mark VI Bentley saloon by Freestone & Webb, black with brown ltr.

1939 4¼-litre Bentley (overdrive) 2-door fixed head coupe by Park Ward, black with beige ltr., only 43,000 miles.

1939 4¼-litre Bentley (overdrive) Park Ward saloon, black and silver with brown ltr.

DELIVERY of new and used cars quoted on application.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [6175

MANN EGERTON & Co., Ltd., offer:—

1950 Bentley Mk VI steel saloon, finished in black with blue-grey leather upholstery, piped in dark blue, rimbellishers fitted, mileage 9,000, indistinguishable from new; price £5,950.

14 Berkeley St., London, W.1. Regent 2073. [6433

BENTLEY (3½ & 4¼-litre)

H

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H. R. OWEN, Ltd.,

17, Berkeley St.,

GREAT Britain's Leading Specialists in Rolls-Royce and Bentley cars.

PROUD Members of the Swain Group.

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NATIONAL Motoring Organisation.

1949 Bentley 4¼-litre Mark VI standard steel sports saloon, black with pleated fawn cloth, picnic tables, twin compacts. Ref. H.7045.

1947 Bentley 4¼-litre Mark VI drop head coupe by H. J. Mulliner, blue with blue tapestry, roll visor sun blinds, fitted thermos flasks. Ref. H.7325S.

1938 Bentley F.H. coupe, 4¼-litre by Vanden Plas, black with brown hide, radio. Ref. H.6861.

1937 Bentley 4¼-litre Sedanca coupe by Gurney Nutting, alpine mist with brown hide, twin compacts. Ref. H.6535.

ALL cars carry our unique six months' guarantee, unless otherwise stated at time of purchase.—Please write or 'phone for details to:—

H. R. OWEN, Ltd.,

17, Berkeley St.,

LONDON, W.1.

TEL.: Mayfair 9060 [6027

MASCOT MOTORS, Ltd., offer the following:—

1947 Mk. VI standard saloon, maroon, beige leather, 23,000 miles.

1936 (Dec.) 4¼-litre H. J. Mulliner sports saloon, grey, brown leather.

1936 4¼-litre Gurney Nutting foursome drop head coupe, black, red leather.

1933 (Dec.) 3½-litre Hooper sports saloon, black, green leather, recent £800 Bentley overhaul.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [5500

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1937 Bentley 4¼-litre Park Ward saloon, total mileage since £600 overhaul 60 miles; £2,250.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford Guildford 62907-8-9. [2393

LARGE stock of 3½-4¼ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). [0096

1935 3½-litre Bentley sports saloon; £1,300.—Box 2016. [5944

CLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

1937 Bentley 4¼-litre 4 light drop head foursome coupe by Young of Bromley, parallel opening doors, maroon leather, exceptionally fine condition throughout; £1,950. [6500

CHARLES FOLLETT, Ltd., Accredited Rolls-Royce and Bentley Retailers and Repairers, offer:—

1949 (Sept.) Bentley Mark VI standard steel saloon, export model with all 1949 features, including chrome waistline, pleated upholstery, wheel spats, etc., black, brown hide, piped beige, 1 owner, 23,000 miles only, superb condition throughout; £5,485.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, 2, Barnsdale Rd., Elgin Ave., W.9. Cunningham 5956/8. [6525

1950 (March) Bentley 4¼-litre sports saloon, 8,000 miles only, finished two-tone grey; £6,100.

WESTGATE MOTORS, Wakefield. Tel. 4222. [5806

1936 Bentley 4¼, Connaught saloon, carefully maintained and serviced; exchanges and terms.

SWANMORE CAR SALES, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [6078

4¼-litre Bentley saloon, over £500 spent with makers, receipt shown; £1,695.—Lawton Goodman, 36, North Audley St., W.1. Mayfair 3560. [6602

1950 (Feb.) standard 4¼ saloon, black, unblemished, 12,000 miles; £5,950.—Offord, 154, Gloucester Rd., S.W.7. Fremantle 0051. [6164

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Bentley retailers and repairers; reliable used cars in stock. [4945

1935 Bentley 3½-litre 4-door saloon by Park Ward, engine completely overhauled by Bentley, radio and many extras, first-class condition throughout.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [5925

1936 Bentley 4¼-litre Thrupp & Maberly saloon, well maintained, excellent condition.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [4342

1934 Bentley sports saloon by Thrupp & Maberly, very modern lines and an attractive car licensed to Dec.; price £1,200.—R. W. Estill, 124, Clifton, York. Tel. 53230. [6141

1950 Bentley M.K. VI all-steel sports saloon, grey metallic with grey leather, perfect condition, 30,000 miles, owner taken delivery of new Mulliner light metal saloon; £4,850.

WALLIS & Co. (LONG EATON), Ltd., Nottingham Rd., Long Eaton. Tel. 444 (3 lines). [5920

1948 Bentley Mk VI Bentley standard saloon, black with brown leather upholstery, superb condition; £4,750.—Wadham Bros., Ltd., Automobile House, Banister Rd., Southampton. [4247

1939 Park Ward 4¼-litre overdrive 4-door black saloon, boot, leather, excellent throughout, good history, reasonable cost.—Allen & Saunders, Proprietors, Grosvenor Square, W.1. [6119

1935 (36 Bentley 4-light saloon, Park Ward coachwork, two owners, black with black leather upholstery; £1,500.—Wadham Bros., Ltd., Automobile House, Banister Rd., Southampton. [6778

1947 (June) Bentley Mark VI standard steel saloon, mileage 28,500, colour grey, grey leather, all new tyres, taxed year; £3,975.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 6451/2. [3670

1948 (March) Bentley Mark VI standard steel saloon, black with tan hide upholstery, very carefully used by one owner; recently returned to Messrs. Bentley for complete check up, £4,700.—Herbert Robinson Ltd., Cambridge. Tel. 4461. [6740

BENTLEY (3½ & 4¼-litre)

J

B

JACK BARCLAY, Ltd.

LARGEST official retailers of Bentley and Rolls-Royce; stock list of used models on request to

12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.

JACK BARCLAY, Ltd. [0067

1947 (November) Bentley 4-door razor edge saloon by James Young, black with beige leather upholstery, radio and heating, showroom condition, recently passed by Bentleys, carefully used, is offered by owner taking delivery of new model; R.A.C., A.A. or dentley test welcomed, mileage 29,000; price £4,500.—Tel. Abbey 7644. [5504

1938 Bentley 4¼-litre superb Mulliner 4-door semi-razor edged sports saloon with rear boot, black and chromium with gunmetal leather interior, fitted two spare wheels in metal covers, delightful performance, most attractive body lines with outstanding appearance, thoroughly recommended; terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom 9400. [6515

BENTLEY (other than 3½ & 4¼-litre)

H. M. BENTLEY & PARTNERS, Ltd.

BENTLEY Special 8-litre, built in 1936, 4-door sports saloon with boot, one owner, 30,000 miles; £445.

9 Albemarle St., London W.1. Tel. Grosvenor 5551. [5627

PERFORMANCE CARS.—See our advertisement under "Sports Cars." [5757

BARTLETT-BENTLEY 4¼-litre actual Le Mans Birkin No. 3 car, fastest lap Ulster T.T., world records Montlhery, 500-mile race 98.8, etc., original V.D.P. body and fittings, innumerable extras, splendid condition; £675.—27a, Pembridge Villas, W.11. [6486

Bentley Cars Wanted

S

G

OUR demand is urgent

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515

C

M

THE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0958

A

BENTLEY

CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition; urgently wanted, 1946-7-8 Mark VI standard saloons.

R. S. MEAD (SALES), Ltd., 42 Queen St., Maidenhead. Tel. 3451/2. [5921

J. MARSHALL.

WANTED.—Bentley 3½- and 4¼-litres, all types of coachwork any condition; immediate cash settlement.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2569. [0487

TWO Bentley and Rolls-Royce owners.

WE have a number of clients requiring used Bentley and Rolls-Royce cars; if you have a late model of either of these cars for disposal, we shall be interested to receive details.

JACK BARCLAY, Ltd.

OFFICIAL Retailers of Rolls-Royce and Bentley

12-13 St. George St., Hanover Square, W.1. Tel. May. 7444 [0770

ROWLAND SMITH'S the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

HOOPER & Co. (COACHBUILDERS), Ltd., 54, St. James's St., Piccadilly, London, S.W.1. Regent 3242.

WILL be pleased to purchase pre-war and post-war Bentleys; expert advice and valuation of your present Bentley will be gladly given should you wish to visit our St. James's St. showrooms. [0904

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. [0540

THE BASINGSTOKE MOTOR Co. wish to purchase 3½- and early 4¼-litre models; fair price offered.—By-Pass Road, Basingstoke. [0604

WE are open to purchase any type pre-war Bentley cars, touring or otherwise.—Crompton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3562. [0062

DOCTOR wants Bentley (or Rolls) 3½-litre, fixed head, 2-door coupe, about 1939, must be 1st class condition, fair price to dealers.—Box 2944. [6181

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy used Mulsanne Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

WE require all types of Bentley cars, especially the pre-war Mark VI standard saloon; send particulars to: R. C. Wimbush, Ltd., 312, Earl's Court Rd., S.W.5. Fremantle 4401. [5956

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0815

CHARLES FOLLETT, Ltd.—Officially appointed Rolls-Royce and Bentley retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works and stores, 12, Wellesley Ave., W.6. Riv. 1413. [0592

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stocks of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

MERCHISTON MOTORS, specialists for Bentley and Rolls-Royce.—Works Director, Willie Williams, 12-13 Merchiston Mews, Edinburgh, 11. Tel. Jubilee 2785. [7941

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Spares and Service

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.
SHOWROOMS: 18, Berkeley St., W.1. May 6266.
SPARE parts.
SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [0593

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models, servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. [6353

BRISTOL

UM Ltd.
UNIVERSITY MOTORS, Ltd., Joint Distributors (London, Home and Eastern Counties); also Berks, Beds and Bucks.
UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0168
AF.N., Ltd., offer:—
1948 type 400 saloon, black, heater, Radiomobile, Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [5128
KEVILL DAVIES & MARCH, Ltd.
OFFICIAL Bristol retailers.
41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296
CHARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490
1949 Series Bristol 400 sports saloon, in mint immaculate condition, mechanically guaranteed; £2,150.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [5951
ANTHONY CROOK offers used Bristols.—Type 400 and 401; all cars offered by us have been thoroughly checked over in our specially equipped works by trained staff specializing in Bristol cars since their inception; all spares, reconditioned engines, and other units in stock ready for immediate fitting to all models; the advantages of dealing with leading distributors will be obvious; write or tel. for full details, catalogues, reprints, etc.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey. Tel. Caterham 2/52-5. [6543

Bristol Cars Wanted

BARTLETT, the Bristol buyers, —27a, Pembridge Villas, W.11. Bayswater 0523. [6481
AF.N., Ltd., will purchase or accept in exchange Bristol cars.—Falcon Works, London Rd., Isleworth, Middlesex. [0476
ANTHONY CROOK purchase used Bristols on sight for cash.—Anthony Crook (leading Bristol distributors).—Caterham Hill, Surrey. Tel. 2252/5. [5049

Bristol Spares and Service

UM Ltd.
UNIVERSITY MOTORS, Ltd., Bristol distributors, 7, Hertford St., Mayfair, W.1. Grosvenor 4141.

BRITISH SALMSON

BRITISH SALMSON 12hp drop head coupe, excellent condition; £425; terms, part exchanges.—Richards & Brown, 2, Ringers Rd., Bromley, Kent. Tel. Ravensbourne 7467 or 6479. [5712
1937 2½-litre open 2-seater British Salmson, 27,000 miles, as new; £595.—Clayton's Cars (London), Ltd., 557, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6545

BROUGH SUPERIOR

BROUGH SUPERIOR, a good car of superior performance, in excellent condition throughout, foursome drop head coupe, late 1935, but appearance of 1950 model; bargain £575.—Hayes, 25, George St., Hove. Tel. 38779. [5855
BROUGH SUPERIOR 1938 dron head coupe, 22 mps, unblemished condition throughout, fitted wind-vane horns, twin pass-lights, radio, Lucas long range head lamps, taxed year, excellent tyres, this car has just completed a 750-mile tour only to suit a unique motor car; £575; terms.—Derby Motor Co., 125, Woods Lane, Derby. Tel. 2349. [6015

B.S.A.

MONTROE MOTORS offer:—
1938 B.S.A. 10 sun roof coupe, £325; 1939 B.S.A. 10 sports two-seater, red, £345; 1954 B.S.A. 10 saloon, preselector, exceptional condition, £225.
MONTROE MOTORS (N. H. ROSWELL), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [6401
1936 B.S.A. Scout, good clean car, best over £180.—Dunning, Wentbridge, Pontefract, Yorks. [6790
1937 B.S.A. 10 Scout coupe, respraved body, engine excellent, economical, £245.—Gray, 5, Old Oak Rd., Acton. [6787
£350 B.S.A. 10 Scout 1938 sports 4-seater, exceptional original condition throughout, bronze head twin carbs., equipment hardly used, many others.—PENNMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [5885
265 gns.—B.S.A. Scout (April, 1940) 10hp series 6 2-seater, rubber, red, maroon leather, good condition; choice of five B.S.A. Scouts; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). Hampstead 6041. [6641

B.S.A. Cars Wanted

ROWLAND SMITH'S the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.
RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0659

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 2755. [0144
SPARE parts for 10hp and 12/6 fluid flywheel models.—Allen, Victoria Rise, Clapham, S.W.4. Macaulay 1199 and 6252/3. [0641

Bugatti Spares and Service

J LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maida Vale 1331. [0071

BUICK

CAR MART, Ltd.
1939 40 Buick 30.6hp saloon, 6 months' guarantee; £895.—Car Mart, Ltd., 520, Fuston Rd., N.W.1. Euston 1212. [6283

BUICK

JOE THOMPSON (MOTORS), Ltd., offer:—
1948 Buick 51 super saloon, left-hand drive, low mileage.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4856. [5112
1939 Buick saloon, 1950 appearance and condition. [5114
GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Tel. Euston 5268.
1937 Buick limousine 7-str.; £695.—Laxton-Goodman, 135, Cricklewood Broadway, N.W.2. [5038
1936 Buick 58hp saloon, division, carefully maintained, in excellent condition.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [5461
BUICK, £395; 3-seater coupe with dickey, one owner.—Potter Richard & Carr, Kensington 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [5452
BUICK Super 51 saloon, first registered January 1949, every extra, beautiful condition; £1,995.—J. F. Crawley, 58, Kensington Court, W.8. Western 6015. [5932
1936 Buick saloon, privately owned, new tyres, exceptionally good condition; £295.—John Grey, 20, Hermitage Lane, N.W.2. Speedwell 1242. [6595
1946 left-hand drive Buick convertible 4-seater coupe, £795.—Clayton's Cars (London), Ltd., 557, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6542
1939 Buick Century American convertible, 29,000 miles, original hood, new tyres, fully taxed, nearly 100 m.p.h. and absolutely faultless, £985.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [5933
BUICK 1937, excellent coachwork and interior, recent overhaul of front suspensions, road springs, brakes, new tyres, six spare tyres, all good, recent overhaul at cost of £64, now in tip-top condition.—Miller, Mill House, Lasham, Hadleigh, Suffolk. [6629
BUICK Super 30.6hp saloon, black fawn upholstery, immaculate condition, first registered June, 1950; imported from Malaya; left-hand drive, £10 tax, price £1,295.—Tel. Leicester 62126 or Barsby 262, on view showrooms 93/95 Checketts Rd., Leicester. [6795
1938 Buick Special 3-seater with dickey, drop head, fitted radio, heater, 2 fog lamps, 1 spotlight, mileage under 40,000, stored most of the time, serviced by Lendrum & Hartman, this car is in perfect condition and open to expert examination; £775.—James, Scotch Common, Ealing. [5853
BUICK Special Eight Series 40, 6-str., touring saloon de luxe, March, 1947, dark blue with grey interior, new look front with chromed vaical louvres to front grille, handsomely styled and super modern bodywork, all the latest accessories and features, automatic door lights, press button radio with "Wavemaster" conditioning, "flashing" traffic indicators, American loose covers, map lights, whitewall tyres, etc., etc., recent complete mechanical reservicing and check over by main London Buick distributors, especially outstanding order, nominal mileage.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); fourteen other post-war American cars in stock, write for post free catalogue, hire purchase, part exchanges, free delivery anywhere in the United Kingdom, showrooms open till 8 p.m., Monday to Saturday. See our full page advert in this issue. [6295
LIMOUSINE.—1937 Pullman partition, widest forward occasionals, black, excellent, 57,000; £765 seen.
ALPE & SAUNDERS (100 limousines; lists posted), Providence Court, Grosvenor Square, Mayfair 2541. [6117

Buick Cars Wanted

CASH immediately for good Buick.—H. F. Edwards, 154, Gt. Titchfield St., W.1. [6525
BRITISH & COLONIAL MOTORS, Ltd., require good Buick cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6574
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick from 1937 onwards. Wembley 8691-2.
ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars. [0456
2- or 4-door Buick, preferably right-hand steer; state fullest particulars as to age, mileage, condition, owners, lowest price.—Box 2627. [4073
SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0504

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

CADILLAC

JOE THOMPSON (MOTORS), Ltd., offer:—
CADILLAC saloon, colour green, hydramatic drive, one owner, first reg. March.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4856. [5265

Cadillac Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Cadillac cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6575
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac from 1937 onwards. Wembley 8691-2. [0665
ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars. [0457
2- or 4-door Cadillac, preferably right-hand steer; state fullest particulars as to age, mileage, condition, owners, lowest price.—Box 2626. [4074
SOLE concessionaires, Lendrum & Hartman, Ltd. will purchase used Cadillac models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

SIMPSON'S MOTORS offer:—
1949 Chevrolet 2-door saloon, fitted with heater, seat covers, very low mileage. For full list see under "American Cars."
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. [4097
JOE THOMPSON (MOTORS), Ltd., offer:—
1948 Chevrolet convertible coupe, colour maroon, electrically operated hood, low mileage; £1,600.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4856. [5111
1947 Fleetmaster saloon, r.h.d., 24,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6580
1949 Chevrolet 4-dr. Fleetline de luxe saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6581
1949 Chevrolet 2-dr. Fleetline de luxe saloon, 16,000.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6582
1949 Chevrolet, radio and heater; £2,350.—Acres Autos, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 2211 and 2212. [5145
CHEVROLET Fleetmaster Six series FK, genuine 1948 model full 6-seater touring saloon, immaculately finished in dark blue, super modern lines and fully chromed new look front, wide chromed waistline and rubbing strips, steel gravel deflectors, large type rear clear vision window, bumpers with over-riders extending round front and rear fenders, interior upholstery literally as new with American loose seat covers, instruments in sparkling chrome and cream dashboard include built-in radio and air conditioner, de-icing and de-misting map lights, and every possible luxury; one owner only has maintained this car regardless of expense, the mechanical condition is in our opinion quite equal to any post-war American automobile which we have handled, new whitewall tyres just fitted; offered with a special written guarantee; other post-war Chevrolets in stock include 1948 Fleetline (5 lines) and 1950 Fleetline saloon (latest production model).
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); 14 other post-war American cars in stock. Part exchanges, hire purchase. Free delivery anywhere in the United Kingdom. Showrooms open till 8 p.m. Monday to Saturday. See our full page advert. in this issue. [6306

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet from 1937 onwards. Wembley 8691-2. [0666
DISTRIBUTORS for Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St., Martin's Lane, W.C.2. Tem. 3588. [6579

Chevrolet Spares and Service

CHEVROLET spares and repairs, for private vehicles, etc., ring distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St., Martin's Lane, W.C.2. Tem. 3588. [6579

CHRYSLER

DICKS.
1939 Chrysler 24hp Wimbledon saloon, very good order, recent overhaul.
DICKS CAR SALES, Ltd., 345-401, High Rd., Kilburn, Maida Vale 6868-9. [5579
CAR MART, Ltd.
1938 Chrysler Royal 7-seater saloon, 14,000 miles; £1,175.—Car Mart, Ltd., 150 Park Lane, W.1. Grosvenor 5454. [6281
1946 Plymouth 4-door saloon, radio, heater, defroster, undercoating.—Tel. Woking 935. [5908
CHRYSLER 1936 20hp Kew; £220; in perfect running order.—Apply 29, Colonnade, Russell Square, W.C.1. Ter. 6195. [6225
CHRYSLER 8 1936, in excellent condition, taxed for year, very good hire car.—Apply 29, Colonnade, Russell Square, W.C.1. Ter. 6195. [6226
£585 —1940 Chrysler 24hp de luxe saloon, steering column gear change, radio, new look front, Rubellithers, excellent condition throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6768
1947 model Chrysler Royal Six touring saloon, an immaculate post-war 6-str. model, equipped with the latest fluid drive and hydraulic transmission, with the typical modern American lines, fully chromed New Look mouth organ front, extra large curved rear window, whitewalls, radio, heater, traffic blinkers, automatic door lights, Tyrasn multiplaid loose covers, etc., etc., late property of wealthy London stockbroker, chauffeur maintained and driven since new, moderate mileage.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); 14 other post-war American cars in stock, write for post free catalogue, hire purchase, part exchanges, free delivery anywhere in the United Kingdom. Showrooms open till 8 p.m. Monday to Saturday; see our full page advert in this issue. [6254
LIMOUSINE, quite exceptional 1938 (November) Chrysler Imperial 8-str. limousine, lace-forward occasional seats, winding glass partition and commodious rear lockers, overdrive, free wheel and radio, black and chromium, fawn cloth rear, black leather front, nearly new tyres, privately owned and chauffeur-kept since new, absolutely immaculate appearance and superlative condition; thoroughly recommended and offered with written guarantee; terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom 9400. [6551

Chrysler Cars Wanted

AUTO SALES (LONDON) Ltd.
CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0645
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler from 1937 onwards. Wembley 8691-2. [0667
ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.
7-Seaters 1937/38/39 Royal-Wimbledon-Dodge privately owned Limousines required. Alpe, Providence Court, Grosvenor Square, Mayfair 2541. [6270

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange recondition units in stock.—59-64, Belsize Road, N.W.6. Mal. 5555/2155. [0496

CHRYSLER official service agents.

REPAIRS, spares, exchange engine service.—Church Road Eng. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh (Essex) 58474/57127. [0268

CHRYSLER Specialists; repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254.

CITROEN

CAR MART, Ltd.

1950 Citroen Light 15 saloon, heater, 7,000 miles; £1,595.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6282

NEWNHAMS, Ltd.

1947 Citroen Light 15 saloon, grey with red, excellent condition.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [5414

JOHN S. TRUSCOTT, Ltd.

A COMPREHENSIVE stock of post-war Citroens is always maintained; current details on request. EXCHANGES, deferred terms.

SKILLED Citroen service and spares always available.

173 Westbourne Grove, W.11. Bay. 4274. [6243

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors, offer:—

CITROEN 1948 Light 15 saloon, black, red leather, choice of two; £1,025.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [6406

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948 Citroen saloon, black and red leather, mileage 19,000, £1,050.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5773

H. W. MOTORS, Ltd., the Citroen specialists, offer:

1947 Light 15 saloons, two models in process of renovation will be offered in these columns in due course.

H. W. MOTORS, Ltd., Walton-on-Thames. 783 and 1437. [3110

CITROEN 1949 6-cylinder, excellent condition.—Tel. Ward, Kemsing 0144. [5970

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

1946 (September) Citroen Light 15 saloon, black, beige leather, superb condition; £825. [6497

WORTHING MOTOR Co., Ltd., for Citroen sales and service.—Tel. Worthing 71. [4583

1948 Citroen Light 15, 11h.p., many extras fitted, excellent condition throughout, very fast and economical; £800.—Box 2974. [6741

1939 Citroen 12 saloon, excellent condition; £460 or offers.—Saint, Greendene Farm, Maple-durham, Reading, Kidmore End 2198. [6473

1949 Citroen Light 15, 12,000 miles only, many extras, extremely good condition, £1,045.—Reynolds, Castle St., Cambridge. [5866

1948 (Jan. series (Dec., '47) Citroen 15 saloon, silver grey and red leather, low mileage, one owner, excellent condition throughout; £945.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [6589

ROYS AUTOMOBILES, Ltd., offer: 1950 Citroen Light 15 saloon, 8,000 miles, radio, many extras; £1,350.—127, Parkway, N.W.1. Euston 2700. [5720

1938 saloon 12.9, just extensively overhauled, appearance, performance excellent, good opportunity; £450.—Pentlands, Harestone, Caterham 621. [6217

CITROEN 1948 left-hand drive, long chassis 15; £1,050.—Potter Richard & Carr, Kensington 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [5454

1937 Light 15, black, red leather, new liners, drive shafts, steering swivels, hub races, spare twin carbs; £560.—52, Grangehelds, Roman Rd., Shrewsbury. Tel. 5212. [6205

1938 (August) 12.8 t.w.d. saloon car, gearbox overhauled, engine reseleved and brakes relined 10,000 miles ago, black cellulose, good tyres; nearest £500.—Box 2972. [6750

1950 (January) Citroen Light 15 saloon, black, brown leather, Nu-way mats fitted, taxed December, mileage 6,400 only; £1,495; six months' write-to guarantee; trade enquiries welcomed.

M'KINNON MOTORS, Ltd., Langham House, 5, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [6018

MAYFAIR COUNTRY CARS.—1950 Citroen saloon, grey with blue leather, outstanding appearance, high performance; £525.—7, Georges Yard, Grosvenor Square, W.1, or Harrow 4646 at any time. [5655

CITROEN 6 1940 sliding head saloon, exceptionally well maintained example in post-war condition, 64,000 miles; £925, taxed; terms; London inspection arranged.—K. N. Rudd, Ltd., Cental Station, Worthing 4635. [6236

£395—Black sunshine saloon, registered 1955, recently overhauled, recellulosed, rechromed and fitted 15hp engine and transmission at cost over £500.—Spittle, Hollycroe House, Bushey Heath, Herts. Tel. 2948 evening or week-end. [6196

TANKARD & SMITH, Ltd., offer 1948 Citroen Light 15 saloon in black with brown leather, one owner only, genuine 11,000 miles only, a very beautiful car; £1,050; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4401/3. [5954

Citroen Cars Wanted

C. G. NORMAN & Co.,

CITROEN Sole Distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

Citroen Cars Wanted

ACE SERVICE STATION (LONDON), Ltd.

ARE anxious to purchase an unlimited number of good Citroen cars; as Citroen distributors we are able to offer extremely good prices.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [0004

1949-50 Citroens wanted, please give particulars and price.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0677

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

H. W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1437.

JOHN S. TRUSCOTT, Ltd., urgently require low mileage, really well-kept Citroens.—173, Westbourne Grove, W.11. Bay. 4274. [6243

Citroen Spares and Service

C. G. NORMAN & Co.,

CITROEN sole distributors for the County of London. Citroen spares and service.—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211. [0756

SOUTH of the Thames.

SALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 5151-2. [0187

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. Grams. Trubie.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4862.—Citroen spares, reconditioned drive, traips, 48-hr. service. [6761

SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms—242-244, Brompton Rd., S.W.3. Kensington 9464. [0727

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 3490.

CITROEN 12 ('39) engine, £45; water pump head flywheel, £10 or offers.—Saint, Greendene Farm, Maplederham, Reading, Kidmore End 2198. [6474

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Rec 2284), specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr; all spares stocked. [1543

DAIMLER

CAR MART, Ltd.

1947 Daimler 2½-litre saloon, 12,000 miles; £1,795.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6280

BROWN'S for Daimlers.

1940 Daimler 2½-litre saloon de luxe, low mileage, exceptional condition; £895.

1938 Daimler 2-litre saloon de luxe, exceptional condition, £650.—Brown's Garage, Loughton (Essex) 4119. (Tube.)

J. MARSHALL offers:—

1938 Daimler straight 8 31.7hp 4-door saloon with division, black, brown tapestry; £495.

J. MARSHALL, 868, St. Albans Rd., Watford, Herts. Tel. Garston 2569. [9857

WARWICK WRIGHT, Ltd., offer:—

1949 Daimler 2½-litre saloon, black, brown leather, 13,000 miles.

WARWICK WRIGHT, Ltd., New Bond St., W.1. Mayfair 9761. [2670

STRATSTONE, Ltd., Daimler Specialists.

DAIMLER 2½-litre coupe (1950), black with brown leather, radio, heater, 6,000 miles; £2,250.

DAIMLER 2½-litre (1949), black with brown leather, radio, heater, low mileage; £1,975.

DAIMLER 2½-litre saloon (1947), black with brown leather, outstanding condition; £1,595.

DAIMLER 2½-litre saloon (1946), black with red leather, carefully used; £1,375.

DAIMLER 52hp Straight limousine (1936), blue and black, a roomy car, well maintained; £825.

DAIMLER 20hp landaulette (1934), black and maroon, one owner, low mileage; £495.

STRATSTONE, 40, Shaftesbury St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464). [6021

1936 Daimler 15hp coupe, owner driven.—Peacock, 5, Caversham, Alders Rd., Reigate. [6451

GORDON CARS (LONDON), Ltd.—1949 (November) Daimler 2½-litre drop head foursome coupe, black, 8,000 miles.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6556

DAIMLER 2½-litre saloon, February 1949, black-green leather upholstery, 17,000 miles, written guarantee, immaculate; £1,995.

APPLEYARD OF LEEDS, Ltd., North St., Leeds, 7. Tel. Leeds 52751. [5870

1949 (Nov.) Daimler 2½-litre d.h. coupe, green, £2,050.—A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 5051. [6309

1940 2½-litre Daimler saloon, black; open to any reasonable trial and inspection.—Boyer, 50, King's End, Ruislip 2182. [6441

1938 Daimler 2-litre, one owner, exceptionally low mileage.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. [5488

CASS'S MOTOR MART.—Daimler 1940 24hp saloon, black, leather (Directors' director's car), 29,000 miles, written guarantee.—5, Warren St., W.1. Euston 4110. [2437

495 ons.—Daimler New 15, 1938 model, 17hp de lux, 4-door saloon, black, sliding head, brown leather, preselctor, f.l.s., one owner, very good condition; terms, exchanges.—Rowland Smith, below.

325 ons.—Daimler 15, 1936 model, de luxe 4-door saloon, black, sliding head, maroon leather, preselector, good tyres, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6645

DAIMLER

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0544

1939 Daimler Straight 8, fitted with Alfa-Romeo sports saloon body, a most attractive car; details and photograph on request.—Kingston Garage, Springhead, Anlaby, nr. Hull. Tel. 42156. Evenings Tel. 47334. [3994

DAIMLER 26hp Light Straight 8 black sports saloon, 1950, Charlesworth body, pigskin upholstery, perfect condition, carefully owner-driven, mileage 40,000, beautiful car.—Cross, "Park Corner," Greenhill, Evesham. [6611

1939 Daimler 2½-litre de luxe saloon, blue and black, with blue leather upholstery, one owner since new, genuine mileage 42,000, reconditioned engine; £895; part exchanges, deferred terms, written guarantee.—Chain Garages, Ltd., Hangar Lane, Western Ave., Ealing, W.5. Perivale 4204-5. [6687

TANKARD & SMITH, Ltd., offer 1948 Daimler 2½-litre saloon in black with brown leather upholstery, speedometer reading 18,000 miles which is believed genuine, whole car in beautiful condition; £1,875; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4401/3. [5952

£845—Daimler 15 saloon, 1953, one of the most remarkable pre-war Daimlers we have ever handled, nearly £400 spent on general mechanical reconditioning and chassis maintenance all within the past 18 months, details of work (which includes the fitting of a fully reconditioned engine) and all bills are available for inspection, coachwork and interior have been maintained with the same care and attention; opportunity for discerning purchaser requiring a pre-war car of definite quality in post-war mechanical order.

NORMAN MOSS, Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Nearly 400 cars ready for inspection and purchase. Hire purchase and part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. See our full page advert. in this issue. [6295

A & S Limousines 1936/1937 Straight-8 32hp Hooper, partition, widest occasionals, black, choice of two. [0200

1938 Limousines EL.24, privately owned, black, excellent throughout, choice of two.

HEARSE complete on new underbody on guaranteed 26hp chassis, £1,495; seen.

ALPE & SAUNDERS (100 Limousines: Lists posted), Providence Court, Grosvenor Square. Mayfair 2941. [6114

Daimler Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. [0959

CASH immediately for good Daimler.—H. F. Edwards, 154, Gt. Titchfield St., W.1. [6524

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0952

BRITISH & COLONIAL MOTORS, Ltd., require good B Daimler cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6567

CRETO, Ltd., 42, North Audley St., W.1, urgently require Daimler cars in first-class condition.—Mayfair 5051. [5755

LIMOUSINES modern 24hp, also 8-cyl-32, urgently required; cash waiting.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [6271

Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0256

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares inls. gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise Clapham, S.W.4. Macaulay 4199 and 6252-3.

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1935 Delage model D.8.15 drop head foursome coupe, black, good condition, £165.—C.A.P. Motors, 150, Clapham Rd., S.W.9. Reliance 2895-6. [6232

DELAGE 1952 Straight 8, in good mechanical condition, 90 mph, 18-20 mpg, fitted with shooting brake body (two years ago), best offer secures.—Secretary, Switchgear & Cowans, Ltd., Old Trafford, Manchester, 16. Tel. Trafford Park 2881. [5991

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Delage 1950 fitted with very beautiful foursome drop head coupe body by Guilloz, Paris, one owner, radio, etc., negligible mileage, late property of film star, very fast.—Flaxman 0052, 7731/5550.

DELAGE D6-75 sports 4-door saloon, fitted Cotal electric gear box and telecontrol shock absorbers, first registered October, 1938, work completely reconditioned, finished two colour grey, with blue leather upholstery, undoubtedly the finest car of this type available.

TOBY MOTORS, Regent Rd., Great Yarmouth. Tel. 3275-4. [6534

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., concessionaires for G.B. Brit. Empire, U.S.A.; rapid engine and body repairs, parts in stock.—82, Park St., W.1. [0660

DELAHAYE

£2350—Delahaye 3½-litre 4-seater convertible, imported for 1948 show, and sold by the makers to present owner on 14th February, 1949; the car is in unmetal condition, with black roof and grey interior, it gives the standard terrific road performance, and is in most perfect order, having been maintained with exceptional care and respect.—Seen by appointment with Mr. Price, Cobham (Surrey) 3350. [5994

Delahaye Cars Wanted

CHIPSTEAD MOTORS, Ltd.—Service and overhauls carried out by experts.

CHIPSTEAD MOTORS, Ltd., always buy good Delahayes.—Onslow Garage, 197, Fulham Rd., Kensington, S.W.3. Flaxman 0052. [9619

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd., concessionaires for G.B. Brit. Empire, U.S.A.; rapid engine and body repairs, parts in stock.—82, Park St., W.1. [0660

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

D.K.W.

DK.W. 1939 model 7.1hp, fully reconditioned engine, very good condition; £265.—Sharman Radio, 56, Meadow Lane, Leeds, 11. Tel. 25166. [5917

1938 D.K.W. saloon, in exceptional condition, new tyres, very economical, 45-55mpg., taxed; £315.—Derrington, 159, London Rd., Kingston 5621. [9543

B & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks, £10.10; both items on exchange basis, plus packing, etc., repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michaels St., W.2. Paddington 6877. [0016

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.—C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066

Dodge Spares and Service

DODGE specialists, repairs, spares exchange engines.—Church Road Engineering Co. Ltd., Dodge Distributors, Hadleigh, Essex.—Tel. 58474/57127. [0192

DODGE specialists, repairs spares exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0362

FIAT

MAYFAIR GARAGES Ltd., for your Fiat, the elegant light car.—Below.

MAYFAIR GARAGES, Ltd., for fully reconditioned second series 500 coupes, will now be available in two weeks, finished in light stone red, or all black; £445.—Below.

MAYFAIR GARAGES, Ltd., registered January, 1939, 1100 508cc 4-door sliding head de luxe pillarless saloon, two-tone plum and stone, leather upholstery, bumpers, very carefully maintained since new, very smart car, in outstanding condition throughout, 3 months guarantee; £575.—Below.

MAYFAIR GARAGES, Ltd.—1939 model 1100 508cc 4-door pillarless saloon, all black with beige leather upholstery, rebored engine, very fine road performance, smart car, in excellent condition throughout, 3 months' guarantee; £495.—Below.

MAYFAIR GARAGES, Ltd.—July, 1940, 500 full 4-seater convertible saloon, blue, leather upholstery, smart and well maintained car, in outstanding condition throughout, 3 months' guarantee; £445.—Below.

MAYFAIR GARAGES, Ltd.—August, 1939, 500 convertible 4-seater saloon, blue, blue leather upholstery, carefully used, excellent condition throughout; £365 (choice of 4 at this price).—Below.

MAYFAIR GARAGES, Ltd.—July, 1938, 500 de luxe convertible coupe, maroon, leather upholstery, spot light, very good condition throughout, 3 months' guarantee; £265.—Below.

MAYFAIR GARAGES, Ltd.—1938 model 500 convertible coupe, grey, red leather, exceptionally good chassis throughout, but poor appearance, 3 months' guarantee; £245.—Below.

MAYFAIR GARAGES, Ltd.—Twenty-six Fiats in stock, descriptive price list, particulars of hire purchase and copy of Autocar road test report on request.—Below.

MAYFAIR GARAGES, Ltd., Fiat sales and service.—Balderton St., (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6. Sats. 9-12. [6603

£105—Fiat tourer, 1927 model 103, 17,000 miles only, perfect condition. [6204

BRYCE MOTORS, Stratford-on-Avon. Tel. 2700. [5923

£255—1939 Fiat 1,100 long-wheelbase saloon, engine good, coachwork fair.—C. Farnham, Blenheim House, Meidreth, Cambs. Tel. Meldreth 339. [6155

C. V. RUSHMER, the Fiat Specialist, offers: 1950 500C coupe as new, low mileage, one owner; 1939 500 fixed head coupe, showroom condition; the above fully guaranteed.—59, Holland Park, W.11. Park 5731. [6517

FIAT 1,100 c.c. 1939, pillarless model F06C, engine and chromed, perfect condition, reason sale new car, must sell; nearest £550.—Hulme, 4-5, Northwood Hall, N.6. [6155

1939 Fiat 500 de luxe, recently rebuilt throughout, black and silver, chromium luggage carrier and bumpers, spare wheel cover, Philco radio, ammeter and clock, sponge rubber mats, £395.—V. W. Derrington, 159, London Rd., Kingston 5621. [6539

Fiat Cars Wanted

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0955

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiats yearly than any firm in the country; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. [0695

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FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0156

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0909

B.D.J. (ENGLAND), Ltd., offer exchange engines fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts, 65, Lowlands Rd., Harrow. Byr. 6028. [0325

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators, exchange, spare wheel covers, luggage carriers, supercharger sets, Metrie spanners, complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. [5050

FORD (8 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Anglia saloon, colour green, beige leather and cloth interior, fitted with Pye radio, licensed September, mileage 13,000, really immaculate motor car; £765.

1948 Ford Anglia, colour beige, leather and cloth interior, fitted with loose covers, reconditioned engine recently fitted; £650.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6127

FORD (8 h.p.)

DICKS.

1940 Ford 8 saloon, carefully used; £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [6345

CAR MART, Ltd.

1949 Ford Anglia saloon, 6,000 miles; £785.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6277

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

H. M. BENTLEY & PARTNERS, Ltd.

1938 model Ford 8hp saloon, 19,000, one owner; £455.

9, Albermarle St., London, W.1. Tel. Grosvenor 5551. [5628

ALLAN TAYLOR MOTORS, Ltd., offer:—

APRIL, 1950, Ford Anglia saloon, beige, 6,000 miles, as new; £795.

HIGH St., Wandsworth, S.W.18. Vandyke 4433 (5 lines). [6662

W. J. BROWN, Ltd., Used Ford Specialists.

1950 (July) Ford Anglia saloon, beige, 4,000 miles; £775.

1950 (May) Ford Anglia saloon, beige, 7,600 miles, taxed; £745.

1947 (April) Ford Anglia saloon, black; £565.

1946 (April) Ford Anglia saloon, black; £495.

W. J. BROWN, Ltd., Ford Main Dealers, 339, Finchley Rd., N.W.3, Hampstead 4414. Adjacent to Finchley Road Stations. [6470

DAGENHAM MOTORS, Ltd., Ford main dealers.

1950 Ford Anglia saloon, black, 4,000 miles.

1950 Ford Anglia saloon, black, 10,000 miles.

1949 Ford Anglia saloon, black, 11,000 miles.

1949 Ford Anglia saloon, black, 18,000 miles.

56, Park Lane, W.1. Regent 4866; and 374, Ealing Rd., Alperton, Middx., Perivale 3388. [6825

1949 (December) Ford Anglia, 6,000 miles, factory condition.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 5268. [6105

1946 (October) Ford Anglia, new engine, excellent condition; £525.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [6094

1947 Ford Anglia saloon, black, reconditioned engine just installed; £595.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [4679

1938 Ford 8 saloon, exceptional condition; £335.—45, Hurst Rd., Erith, Kent. [5686

JUNE, 1938 Ford 8 saloon, nice looker, good runner; £270.—Peers, 78, Liverpool Rd., Warrington. [5691

1947 Ford Anglia, one driver, good condition.—Chantry Cafe, High St., Billericay, Essex. [6456

345 ens.—1939 Ford 8 saloon, superb condition, another 355gns.—Automips, 5, Balham Hill Rd., Balham 1509. [6536

1949 Ford Anglia, beige, 15,000, showroom condition, taxed year; £655.—Ruxley Parade Garage, Ewell 5000.

GATEHOUSE offer 1937 Ford 8 4-door saloon; £295.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [4113

1949 Ford Anglia, black, loose covers, demister, excellent condition, spare unused; £675.—68, Thorneliffe Rd., Norwood Green. [5893

FORD Anglia saloon, late 1946, just 19,000 miles, immaculate condition, extra fittings, owner driven, seen any time; £575.—Sanderstead 3756. [5648

1949 Ford 8, beige, red leather, 12,000 miles, as new; £675.—L. F. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd., Woking 1282. [5954

BRUTONS, Ltd.—Ford 8 1950 2-door saloon, metallic grey, new engine, good tyres; £550.—15-14, Queen Mews, Emperors Gate, S.W.7, Western 1242. [6395

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578

1947 Anglia saloon, original owner, several extras, immaculate, taxed year; £555.—Lytch Garage (opp. G.P.O.), Uxbridge, Middx. Tel. 122. [6338

1939 Ford 8 de luxe saloon, respayed black, re-upholstered in red, new roof lining, new mats, beautiful tyres all round, has recently had new engine; £585.

MAODALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5575. [6372

1939 Ford 8hp saloon, reconditioned engine, very good tyres, etc., splendid appearance, many extras, really recommended; £395.—Holbrook Motor Co., Ltd., Richmond 4014. [6471

1951 re-built Ford 8 Anglia carrying with it 100% A.A. Report, run just over 1,000 miles, practically as new, bargain £695.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [6594

ANTHONY CROOK offers 1949 Ford 8hp Anglia, one owner, black, loose covers, very good condition throughout.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey. Tel. Caterham 2252-3. [6390

225 gns.—Ford 8 (Nov. 1937) saloon, black, green upholstery, good condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6644

FORD (8 h.p.)

£355—1939 Ford 8 saloon, excellent condition, replacement engine, genuine bargain; choice of three.—G. F. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [7184

1946-7 Ford 8hp saloon, beautifully finished in the original and unblemished black with maroon interior, just fitted works engine, only covered 900 miles, this car is in really superb order and fitted many extras including new loose covers, trafficators, chrome spot lamp, extension gear lever, chrome locking petrol filler cap, chrome exterior mirror, new radiator, taxed for the year, complete and original kit of tools, the whole car is in excellent order and will average over 40mpg. open to any examination or trial, terms and exchanges; £525.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, Manchester. Tel. Pen. 3457. [6821

Ford Eight Cars Wanted

CASH waiting for good Ford 8 saloon, not before 1936.—Tel. Gra. 2530 [7926

I REQUIRE post-war Ford 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0726

CASH buyers of low mileage Ford 8s, distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

RAYMOND WAY, the hire-purchase specialists are still buying Ford 8s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0840

FORD (10 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Prefect, grey, cloth upholstery, 19,181 miles; £945.

1949 (September) Ford Prefect saloon, black with brown leather, mileage 6,712; £935.

1949 (July) Ford Prefect, black, brown leather, 6,300 miles; £925.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

DICKS.

1948 Ford 10 saloon, definitely unmarked; £750.

1949 Ford 10 saloon, carefully used; £725.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [6346

CAR MART, Ltd.

1949-50 Ford Prefect saloon, 3,000 miles; £565.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [6278

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

H. A. SAUNDERS, Ltd., offer:—

1950 Ford Prefect saloon, green with brown leather upholstery, converted with a specially tuned engine including aluminium head twin carburetters, etc., also radio, heater, special wheel covers and bumpers, 2,000 miles; £975.

1950 Ford Prefect saloon, green with green leather upholstery, 10,000 miles; £945.

836—842, High Rd., N.12. Hillside 0024. [6075

PHILIP RICKARDS, Ltd., offer:—

1949 Ford Prefect saloon, black, 1,200 miles.—J. Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [6025

PALMERS MOTORS, Ltd., offer:—

1947 Ford Prefect saloon, leather, works engine recently fitted, excellent condition; £685, guaranteed; exchange and terms.—Palmers Motors, Ltd., 53, York St., Twickenham. Popesgrove 1890. [5704

C.M.I. CAR SALES (Pri. 6625) offer:—

1948 model Ford Prefect 4-door saloon, second engine, one owner.—Swiss Cottage, Finchley, N.W.3. [5125

WEMBLEY COURT MOTORS offer:—

1946 Ford 10 saloon, black, appearance immaculate, excellent mechanical condition, bargain; £600.

1948 Ford 10 Prefect saloon, any trial; £695.

1938 Ford 10 4-door saloon, just been recellulosed throughout, very nice condition throughout, bargain, £375.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2.

ALLAN TAYLOR MOTORS, Ltd., offer:—

SEPTEMBER, 1948, Ford Prefect, black, in excellent condition; £775.

HIGH St., Wandsworth, S.W.18. Vandyke 4433 (5 lines). [6663

W. J. BROWN, Ltd., used Ford specialists.

1950 Ford Prefect saloon, beige, red leather upholstery, 11,000 miles; £915.

1948 Ford Prefect saloon, black, red leather upholstery; £750.

W. J. BROWN, Ltd., Ford main dealers, 339, Finchley Rd., N.W.3. Hampstead 4414. Adjacent Finchley Road Stations. [6223

DAGENHAM MOTORS, Ltd., Ford main dealers.

1950 Ford Prefect saloon, beige, hide, 12,000 miles.

1949 Ford Prefect saloon, beige, red hide, 11,000 miles.

1949 Ford Prefect saloon, black, fawn cloth, radio, ace discs, twin horns, 15,000 miles.

56, Park Lane, W.1. Regent 4866; and 374, Ealing Rd., Alperton, Middx., Perivale 3388. [6286

1949 Ford 10, maintained as new, careful owner; about £875.—Ora 0622. [6461

1948 Ford Prefect saloon, black; £675.—Ray Powell, Ltd., Ley. 3366, Val. 5648. [6154

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

1949 Ford Prefect saloon, beige; £765.—Ray Powell, Ltd.; Ley. 3366, Ext. 5468. [6153

1948 Ford Prefect saloon, black with cloth upholstery, taxed for the year; 669gns. [6344

RAYMOND WAY, of Kilburn, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6044. [6832

1946 Prefect, one owner, immaculate; £535; terms, exchanges.—Tate & Hitchins, Ltd., Speedwell 9875. [6150

1949 (Sept.) Ford Prefect saloon, leather, 11,700 miles; £935.—Cranmore, 161, Potters Bar 2340. [5155

1949 Ford Prefect saloon, black; £895.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 5051. [6311

FORD Prefect, 1948, black, leather upholstery, excellent condition; £750; owner going abroad.—Box 2448. [5492

4900 miles.—1949 (Oct.) Ford Prefect saloon, green, cloth.—Ernest Sutton, Tel. Rogate 4 (trade only). [6360

1938 Ford 10 saloon, 4-door, excellent cond.; £345 or nearest offer.—King's Motors, 1, High St., Hounslow. Tel. 3532. [6139

1948 (Sept.) Ford Prefect saloon, black, loose covers, reconditioned engine, taxed; excellent condition; £745. [6349

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558-2619. [5283

1936 Ford 10, very good condition, new engine — Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [9249

1200 miles.—1949 (May) Ford Prefect saloon, black, brown leather.—Ernest Sutton, Tel. Rogate 4. (Trade only.) [6357

1949 Ford Prefect, excellent condition, very good value; £695.—Pantiles Service Garage, London Rd., Guildford 5326. [6132

1949 Ford 10 Prefect saloon, black, red leather, low mileage.—Autowork, Ltd., Winchester, Tel. Winchester 4834 5406. [6057

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1584-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. [0579

1948 (July) Ford Prefect saloon, black with grey interior, nominal mileage, fitted extras, a particularly well maintained car; £795.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [6629

1949 Ford Prefect saloon, black, leather, low mileage, £895; also 1948 Ford Prefect, black, reconditioned engine recently fitted, £750.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [4680

1949 (November) Ford Prefect saloon, 9,000 miles, leather upholstery, taxed; £850.—Tom Allery Automobiles, 68, Hill Rd., Wimbledon 5848. [6364

FORD Prefect saloon (Jan., 1949) 5,000 miles only, spotless condition, black and red; £825.—Hill's Garage, Earls Court Rd., S.W.5. Frobisher 0063. [5868

1950 (June) Ford Prefect saloon, 1,900 miles only, black/brown, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [6043

£835.—May, 1949, Ford 10 Prefect saloon, pilot heater, demisting, dual passlights, etc., as very carefully used one-owner car, genuine low mileage.

CAMMIDGE MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Hire purchase, part exchanges, free delivery anywhere in the United Kingdom; showrooms open till 8 p.m., Monday to Saturday. See our full page advert. in this issue.

1949 (Oct.) Prefect saloon, beige, seat covers, demister, one owner, 6,000 miles, as new; £850.—Sutton House, Burnham Market, Norfolk. Tel. 212. [5962

310 ons.—1939 Ford Prefect 10hp saloon, maroon, driftwood finish, good tyres, seat covers; £110.—George Clarke (Motors), Ltd., 279, Brixton Hill, S.W.2. Tulse Hill 3211. [6536

£250.—1937 Ford 10 4-door saloon, black, good tyres, £50 overhaul bills available.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 5490. [5684

1948 Ford Prefect saloon, 20,000 miles, beige, brown leather, 1 owner, ex. cond.; £740.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [6044

2000 miles.—1949 Ford Prefect, beige with brown leather upholstery, stored for considerable period; £925.—G. S. Hall, 502, King St., W.6. Riverside 2881. [4077

1949 (Oct.) Ford Prefect, black with leather, 6,000 miles only, trade and part exchange enquiries invited.—C. F. Morley Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [6668

1948 Ford Prefect, black, brown leather, reconditioned engine, exceptional order; £765.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [2118

1939 40 Ford 10 Prefect drop head coupe, nice looking car, good condition; £545; terms arranged.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [6691

1950 model Ford Prefect, black, leather, covers, heater, one owner; £895; choice of 3.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1425-4. [4095

TANKARD & SMITH, Ltd., offer: 1949 Ford Prefect, 1 finished green with brown upholstery, very low mileage, one owner, this car is in immaculate condition; £895; 3 months written guarantee.—97, Peckham Rd., S.E.15. Rodney 2051. [6172

675 ons.—Ford Prefect, July 1948, 10hp 4-door saloon, black, unworn tyres, very carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6642

Ford Ten Cars Wanted

1949 50 Ford Prefect wanted.—Smith, 9, Chapel Lane, Halebarns, Cheshire. [3019

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

I NEED post-war Ford 10 immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2766 (day). [0730

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 4000. Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage Ford 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2293.

Ford Ten Cars Wanted

ALMOST new Ford 10 required; cash payment.—Morley, 54 Streatham Hill, S.W.2. Tulse Hill 4488. [0955

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0961

FORD (V.8)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 (March) Ford Pilot saloon, colour green with beige leather upholstery, heater and radio, twin spot lights and loose covers fitted; £1,295.

1950 Ford Pilot, green, leather upholstery, 12,099 miles; £1,295.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [4122

CAR MART, Ltd.

1950 Ford Pilot saloon, radio, heater, 6,000 miles; £1,395.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6279

H. A. SAUNDERS, Ltd., offer:—

1950 Ford V.8 Pilot saloon, black with beige leather upholstery, radio, heater, etc., 10,000 miles; £1,395.

1949 Ford V.8 Pilot saloon, black with beige leather upholstery, radio, heater, jackalls, spotlights, etc., 6,000 miles; £1,195.

836—842, High Rd., N.12. Hillside 0024. [6074

WARWICK WRIGHT, Ltd., offer:—

1950 Ford Pilot V.8 saloon, black, brown leather, 11,000 miles.

WARWICK WRIGHT, Ltd., New Bond St., W.1. Mayfair 9761. [1796

H. A. SAUNDERS, Ltd., Radlett, Herts.

1949 Ford V.8, green with grey cloth, 19,000 miles; £965.—Radlett 6167. [5959

ALLAN TAYLOR MOTORS, Ltd., offer:—

DECEMBER, 1935, Ford V.8 saloon, very sound, taxed; £350.

HIGH St., Wandsworth, S.W.18. Vandyke 4455 (5 lines). [6654

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Ford Pilot, black and brown leather, heater and radio, etc., 12,000 miles; £1,350.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [3772

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford Pilot saloon, black, brown hide, radio, 15,000 miles.

1948 Ford Pilot saloon, blue, fawn cloth, 18,000 miles.

56 Park Lane, W.1, Regent 4866; and 374, Ealing Rd., Alperton, Middx., Perivale 5588. [6287

GORDON CARS (LONDON), Ltd.—1950 Ford Pilot saloon, black. [6057

GORDON CARS (LONDON), Ltd.—1950 Ford Pilot saloon, green.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6557

1949 Ford Pilot saloon.—Autowork, Ltd., Winchester, Tel. Winchester 4834 5406. [6056

£325.—1937 Ford 30hp model 71a drop head coupe, perfect condition, finished with brown leather.

A. PILE & SON, Ltd., Coachbuilders, St. Vincents Rd., Dartford, Kent. Dartford 4546. [5367

1950 Ford V.8, 6000, immaculate condition, offer accepted, delivery August.—Francis, Marsh Rd., Tenby. [5972

FORD V.8 91A 4-door saloon, one owner since 1946; £455.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [5952

1950 Ford Pilot saloon, 1,700 miles only.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [5595

FORD V.8 30hp saloon, 1938, recellulosed, reupholstered, new engine, 17,000 miles ago, in excellent condition; £450.—Tel. Selsey 64 (Sussex). [5457

1950 (June) Ford Pilot, finished in mist green, with beige hide upholstery, fitted heater and radio, 12,000 miles; £1,375; terms, exchanges.

MASON BROTHERS (Motor Specialists), 151-153, Fitzwilliam St. (off The Moor), Sheffield 1. Tel. 24667. Open week-ends. [5073

FORD Pilot, blue, leather, heater, mileage 6,000, as new throughout; trade enquiries welcomed.—H. G. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821, 2. [6166

GOLDERS Green: H. A. Saunders, Ltd.—1949 Ford V.8 Pilot saloon, black beige hide, radio, heater, guaranteed; £1,125.—144, Golders Green Rd., Spe 0011. [6505

1936 Ford V.8 68 model Roadster, black with brown leather, original condition throughout, one owner for 14 years, £555; terms or exchange.—Val. 6705. [6209

1949 Ford V.8 Pilot saloon, radio, heater, leather, beautiful condition throughout; £1,100.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 5557 6970. [4128

1949 Ford Pilot saloon, black, leather upholstery, fitted radio, as new throughout, perfect condition; £1,100.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [2480

FORD V.8 30hp drop head foursome, model 68, registered August, 1937, magnificent condition, new tyres and hood, taxed December, 500ons.—C. o Moore, 3 Murray Mews, N.W.1. Gulliver 2417. [6351

1939 Ford V.8 30hp de luxe model saloon, one owner since new, in genuine immaculate condition, heater, loose covers; £495.—362, Upper Richmond Rd., East Sheen. Prospect 7520. [6349

1950 (July) Ford Pilot saloon, black with beige leather, fitted heater, 5,000 mls., as new; £1,275.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1601. [6105

1950 (July) Ford Pilot saloon, black, fawn leather, 5,900 miles, really like new throughout, £1,295; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [6247

FORD (V.8)

1950 Ford Pilot, black, radio and heater, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6565

BRITTONS, Ltd.—Ford V.8 30hp 1936 (Dec.) drop head roadster, excellent condition, immaculate, tyres as new, very fine American Bosch wireless, taxed; £375.—15-14, Osten Mews, Emperors Gate, S.W.7. Western 1243. [6396

1936 Ford V.8 68 model roadster, colour fawn, with fawn interior, this car is in original condition throughout, the hood, paintwork, chrome and interior are all as new, speedo reading 58,000 miles, must be seen; £595; exchanges or hire purchase.—Harold Webb Motors, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 0681. [2911

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

SIMPSON'S MOTORS (WEMBLEY), Ltd. urgently require all model Ford V.8s from 1937 onwards. Wembley 8691-2. [0668

JOHN S. TRUSCOTT, Ltd., urgently require low mileage, really well-kept Ford Pilots.—175, Westbourne Grove, W.11. Bay. 4274. [6250

UTILITY FORD OR OTHER BODIES

1937 Ford 30hp shooting brake, specimen and immaculate condition throughout, eng.ne and tyres excellent; £550.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 5122. [6149

1950 Fordson 10cwt Martin Walter seven-passenger Utilecon, mileage 13,000, appearance and condition as new.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0596. [3639

225 ons.—Ford V.8 (1937) 30hp 8-seater utility, 4-door timber body, brown leather upholstery, removable rear seats, glass all round, drop tail board, very good condition; terms, exchanges; list; open 9-2 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6645

Ford Utility Cars Wanted

FORD 8, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [0040

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

FORD MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 300 used cars, all supplied with engine written guarantee.—198, King's Rd., S.W.3. Tel. Flax 4801-5. [0279

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938

HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [0543

WE wish to purchase post-war Fords, all models.

BROWN & MALLALIEU, Ltd., General St., Blackpool. Tel. 22522. [4785

FORDS wanted.—Smith's 86, Chase Farm Rd., N.W.1. Gul. 2767.

CASH immediately for good Ford.—H. F. Edwards, 154, Gt. Titchfield St., W.1. [6525

POST-WAR Ford cars wanted urgently; mileage under 10,000; must be in very good condition.—Offers to Motor Auxiliaries, Ltd., Arch Motor Supplies, Ltd., High St., Watford. Tel. Watford 4491. [6594

BRITISH & COLONIAL MOTORS, Ltd., require good Ford cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6560

APPROACH us first before disposing of your Ford car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-5. [5956

Ford Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient superintendence produce the best results.—Normand, Ltd., 405-9, King St., W.6. Riv. 5665. [0231

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordson models. Dagenham reconditioned engines, 8, 10, and 30hp always available from stock.

219—221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at Ilford.

FORD Rd., Folkestone 51222. [0405

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

VANDYKE 4455 (5 lines). [0314

FRANK G. GATES, Ltd., High Rd., Woodford Green. Tel. Wanstead 2255), main Ford dealers, service and all spares. [0093

ADLARDS MOTORS, Ltd., 45-45, Acre Lane, London, S.W.2. (Brixton 6451), main Ford dealers, service and all spares. [0110

FOR Ford mudguards, running boards, 1933-40.—F. Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0585

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

FRAZER NASH-B.M.W.

BARTLETT.—Frazer Nash-B.M.W., 327/55, coupe; Frazer Nash-B.M.W., 326, saloon; Frazer Nash-B.M.W., 45, saloon, £450; Frazer Nash-B.M.W., Type 55, saloon, £295.—27a, Pembridge Villas, W.11. [6478

1937 326 Frazer Nash-B.M.W. saloon, now having reconditioned unit fitted at Crooks of Caterham at a cost of £170, very good condition throughout, £675.—W. E. Sowerbutts, Penly Meadow, Ashton-under-Lyne. Tel. 2875. [5990

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Frazer Nash-B.M.W. Cars Wanted

WANTED by private buyer 327/80 Frazer Nash-B.M.W.—Leadley, Moira Rd., Ashby-de-la-Zouch. [6210

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers, —Hampstead High St. (Hampstead Tube). Ham. 6041.

BARTLETT.—We are very interested buyers of all Frazer Nash-B.M.W. models.—27a, Pembridge Villas, W.11. Bayswater 0525. [6482

HANSA

1938 Hansa 1700 sports saloon, excellent condition throughout; £425.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 5406. [5770

HEALEY

BROOKLANDS for individuality.

HEALEY distributors for London and Home Counties.

DEMONSTRATION, early delivery of latest models.

CATALOGUES and details on request.

1950 Healey Silverstone sports 2-seater, red, excellent throughout.

1949 Healey Sportsmobile 4-seater drop head coupe, silver, blue leather.

1949 Healey Elliot saloon, small mileage, maroon.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [6179

1948 (June) Elliott 2-door saloon, blue with blue leather, £1,550.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [6176

1950 Healey Silverstone, mileage 6,000, colour and other extras, condition as new, price £1,250.—NORTHAMPTON MOTOR SERVICES, Ltd., Pike Lane, Northampton. Tel. Northampton 2862. [5807

1950 Healey, Silverstone red, mileage 9,000, just out of covenant, first-grade condition, private owner; £1,250; any trial or examination.—Ronnington, Euston 1502. [6812

ROSE & YOUNG, Ltd., offer 1950 Healey Silverstone 4/5 2-seater, low mileage, exceptional condition, £1,155.—69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5413

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Healey special streamlined 2/4-seater fixed head coupe, cost £2,750 in January, 1949, one owner, 14,000 miles, terrific performance, bargain.—Flaxman 0052/7253/7154. [9780

BARTLETT-HEALEY, January, 1949 sportsmobile drop head coupe, one owner, speedometer 12,300, wireless, immaculate condition, cost £2,900, a bargain at £1,450; also Actual Le Mans saloon, £1,595; 1948 Elliott saloon, £1,495; 1947 Standard tourer £975.—27a, Pembridge Villas, W.11. [6469

1949 Healey 2½-litre super streamlined 2/4-seater drop head coupe, in silver mist green cellulose, light fawn upholstery with light fawn mohair hood, radio, the most attractive car, costing well over £2,000; terrific performance, over 100mph; £1,650; exchanges.—Seladon Road Garage, 54, Selsdon Rd., 8th, Croydon. Cro. 5470. [6467

HEALEY.—1948 model fitted with saloon body on completely new and latest type chassis, engine overhauled at works; many other new parts fitted; car just being re-cellulosed, etc., and for sale shortly; a rare opportunity to purchase a practically new car with a phenomenal performance at a reasonable price; owner must sell; best offer secures.—Box 2994. [6779

Healey Cars Wanted

HEALEY saloon, drop head or tourer, urgently required.—Bartlett, 27a, Pembridge Villas, W.11. Bayswater 0525. [6465

HILLMAN 10

CAR MART, Ltd.

1950 Hillman Minx Phase IV saloon, 9,000 miles; £1,165.

1949 Hillman Minx Phase III saloon, 13,000 miles; £1,095.

1948 Hillman Minx Phase II drop head coupe, 7,000 miles; £895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [6272

STARNES MOTORS offer:—

£650—Hillman Minx, 1946, very nice order and condition, black with brown leather.

STARNES MOTORS, Standard Sales and Service Specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [4576

H. A. SAUNDERS, Ltd., offer:—

1950 Hillman Minx Phase IV saloon, green with brown leather interior, 5,000 miles; £1,195.

836—842, High Rd., N.12. Hillside 0024. [6073

GLANFIELD LAWRENCE offer:—

1938 Hillman Minx drop head, black, new hood, excellent condition throughout; £465.—407, High Rd., N.12. Finchley 0091. [5695

WARWICK WRIGHT, Ltd., offer:—

1950 Hillman Minx estate car, grey, 5,000 miles.

1950 Hillman Minx Mark IV saloon, black, red leather, radio, 7,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5619

CHARLES RICKARDS, Ltd., offer:—

1948 (Aug.) Hillman Minx drop head coupe, finished grey with blue leather; one owner since new; total mileage 10,700, in exceptional condition throughout; £925.

ALSO a good selection of genuine low mileage cars offered with our 3 months' guarantee.

Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). 'Phone 1920. [5846

H. A. SAUNDERS, Ltd., Radlett, Herts.

1949 Hillman Minx Ph. III, beige with brown leather, 10,000 miles; £1,050.

1950 Hillman Minx Ph. IV, green with red leather, 24,000 miles; £1,065.—Radlett 6167. [5980

HILLMAN 10

WADDINGTON MOTORS, Ltd., offer:—

1949 Phase III Hillman saloons, moderate mileage and in perfect order throughout; from £965.—Fortune Green Rd., N.W.6. Ham. 2211. [5067

C.M.I. CAR SALES (Pri. 6623) offer:—

1950 Hillman Minx Mark IV saloon, black, red leather upholstery as new.—Swiss Cottage, Finchley, N.W.3. [2112

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948 Hillman Minx Phase II, black and brown, mileage 22,000, excellent condition; £895.

1946 Hillman Minx drop head coupe, grey and blue leather, 19,000 miles; £750.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [2590

1947 Hillman Minx saloon, taxed, guaranteed, £725.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [5947

GORDON CARS (LONDON), Ltd.—1949 Hillman P111 saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1948 Hillman P11 coupe, grey.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6559

1948 Hillman Minx Phase II coupe, beautifully maintained car.

HALLS (FINCHLEY), Ltd., Standard House, Odeon Parade, N.12. Tel. Hillside 1044. [6376

1946 Hillman Minx saloon, black, leather upholstery, very clean, £725.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [4682

GOLDERS Green.—H. A. Saunders, Ltd. 1949 Hillman Minx Phase IV saloon, green, guaranteed, £1,050.—Below.

GOLDERS Green.—H. A. Saunders, Ltd. 1950 Hillman Minx Phase IV saloon, blue; blue; £1,175.—144, Golders Green Rd., Spe. 0011. [6504

1949 Hillman Minx, black blue, reconditioned engine, new tyres, 6 months warranty; £535.—Haskins, Ladbroke 1155. [6095

1950 series (September, 1949) Hillman Mk. IV saloon, 4,000 miles. Autowork, Ltd., Station Hill, Winchester. Tel. Winchester 4634 5406. [6055

1949 Hillman 10 saloon type III, exceptionally good condition, nominal mileage.—Beardmore 26, Queensway, Bayswater, W.2. Bayswater 0156. [1722

1947 Minx coupe, black, brown leather, nominal mileage; £795.—F. Dove, Ltd., Mid-Surrey Cart Centre, Guildford Rd., Woking 1282. [4955

1950 Minx, 7,000 miles, radio, heater, covers, overriders, rimbellishers, oil cleaner, clock; £1,145.—Banks, Potters Wood, Barr Beacon, Walsall. [6828

1947 (Reg. 1946) Hillman Minx estate car, finish grey, excellent condition throughout; £715.—Pantiles Service Garage, London Rd., Guildford 552. [6145

1939 Hillman Minx drop head coupe, taxed year, recent having been quoted £75 for overhaul and respray will dispose of car in its present condition, £355.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 5595. [3674

1950 Hillman Minx saloon, Phase IV, pastel green, red upholstery, mileage 6,000, one owner, immaculate condition; £1,150.—Peerless Motors, Slough 22594. [6624

1939 Hillman Minx de luxe saloon, black, red leather, owner has received delivery of new car; offers over £525.—John McKay, 85, Hanover St., Edinburgh. [6005

ARCHIE SIMONS & Co., Ltd.—1950 Hillman Minx saloon, colour grey, red leather upholstery, one owner, low mileage, £965.—94, Gt. Portland St., W.1. Lan. 1345. [6147

1939 Hillman Minx drop head coupe, in very fine condition throughout; £445. Vanderveldt (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [2119

1947 model Hillman Minx saloon, first registered Oct., '46, black with lawn cloth interior, most economical and reliable car, supplied and serviced by us; £695.

DOBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [4631

1949 (November 1948) Hillman Phase III saloon, beige in excellent condition throughout; £975.—Wemsley Court Motors, High Rd., Wembley, Arnold 5221-2. [5917

£385—1950-9 Hillman Minx 4-door saloon de luxe, excellent condition.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Bal. 1107-8-9. [5990

£265—1936 Hillman 10hp Minx, magnificent, 4-door saloon, blue, good tyres, excellent runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6680. [5690

1950 Hillman Minx saloon Phase 4, green with brown leather, 12,000 mls.; £1,075.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1661. [6186

1948 Hillman Minx saloon, Phase II, low mileage, condition as new; £795.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1425-4. [4089

1947 Hillman Minx saloon, blue, Reg. March 5, excellent condition, low mileage; £715; seen any time except Thursday evenings and Sundays.—Searle, 10, Sturges Rd., Wokingham, Berks. [5995

345 gns.—Hillman Minx, 1958 model, 10hp de luxe 4-door saloon, sea green, sliding head, green leather with loose covers, very good condition; terms; exchanges.—Rowland Smith, below:—

450 gns.—Hillman 10, registered 1951, 5-seater estate car, grey, fold-flush rear seats, sliding glass windows, rear entrance, very carefully used, excellent condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [6646

1948 Hillman Minx 1.185cc black saloon, mileage 27,000, one owner, excellent condition throughout, guaranteed; £675.—Audus, 28, St. Catherine's Rd., Grantham. Tel. 1258. [5965

HILLMAN 10

1948 (Sept.) Hillman Minx saloon, grey, blue upholstery, 18,300 miles, one owner, superb condition, engine just overhauled; offers over £800.—Sharpthorne 140 (Sussex) 2 p.m. to 3 p.m. or after 5 p.m. [6818

1947 Hillman Minx 4-seater drop head coupe, blue, blue leather, 12,000 miles, really magnificent condition throughout; £625, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [6246

HILLMAN Minx, 1947, d/h coupe, new hood, new battery 2 months, Rimbellishers, Pram, twin spot lamps, with 4 new and unfitted Pirelli tyres; £675.—Simmons, Ringshill Place, Wouldham, Rochester. Tel. Snodland 64359. [5469

TANKARD & SMITH, Ltd., offer 1948 Hillman Minx Phase II drop head foursome coupe in pure white with leather to match, moderate mileage only, beautiful condition, £950; three months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1949 Hillman Minx Phase III saloon in green with grey cloth upholstery; most attractive car in as new condition, £950; three months' written guarantee; also 200 guaranteed used cars of all makes.

TANKARD & SMITH, Ltd., 198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [5651

1947 Hillman Minx drop head coupe, finished black, brown leather upholstery, fitted Ace discs and Rimbellishers, a really genuine car sold with our three months' written guarantee, £750.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [6690

HILLMAN 14

1938 Hillman 14 black saloon, very good condition, taxed; best offer over £575.—East 2288, 15, Ettrick St., E.14. [6193

HILLMAN 20

1937 Hillman 20 saloon, roomy 5-seater, absolute bargain; £250.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [6615

1937 Hillman 21hp saloon, maroon finish, absolutely perfect throughout, any trial; £550.—Fowler, 217, Gordon Rd., Feckham, S.E.15. Tel. New Cross 0468. [6725

HILLMAN MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars, all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4601-2.

Hillman Cars Wanted

R
S
ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.
R
ROOTES, Ltd.,
DISTRIBUTORS.
REQUIRE modern low-mileage Hillman cars.
BIRMINGHAM.—Low Temple St. (Central 8411.)
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3335.)
CANTERBURY.—(Canterbury 3232.)
ROCHESTER.—(Chatham 2231.)
WROTHAM HEATH.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. [6108

I NEED post-war Hillman immediately.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [6729

POST-WAR Hillman cars wanted urgently; mileage under 10,000; must be in very good condition.—Offers to—Maple Arch Motor Supplies, Ltd., High St., Watford. Tel. Watford 4491. [4357

ALMOST new Hillman required; cash payment.—Morley, 54 Streatham Hill, S.W.2. Tulse Hill 4488. [6658

CASH buyers of low mileage Hillman Minxes; distance no object.—Hatton's, Lord St., Southport. Tel. 3248. [6792

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [6458

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180, 184 Newhall St., Birmingham, 3, and Lower Temple St., Birmingham 2. [6068

RAYMOND WAY, the hire-purchase specialists, are actively buying Hillmans, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [6862

NOTTINGHAMSHIRE distributors Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloon and coupes.—R. Crisp & Co., Ltd., Parliament St., Nottingham. Tel. 46861. [6652

Hillman Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.—NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0250

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Hillman spares, sales and service.—78-89, Pentonville Rd., N.1. Terminus 1003-9. [0564

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works servicing, reboring and complete overhauls, spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6. Renown 1183. [0678

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [0750

FOR Hillman 1936-46 mudguards, running boards.—F. Brooks, 5 and 6, Frederick Place, Brighton, Brighton 21147. [0387

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon, Cro. 1742. [6017

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HOTCHKISS

HAROLD RADFORD & Co., Ltd., SOLE concessionaires

1937 3½-litre Hotchkiss 4-door saloon, blue with cloth upholstery, recently overhauled and in exceptional condition. SALES and service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642. [5112

CHIPSTEAD MOTORS, Ltd., 197 Fulham Rd., Kensington, London, S.W.3.

HOTCHKISS drop head coupes, immaculate condition, choice of two, 1938 3½ G.S. or P.N.

HOTCHKISS P.N. late 1939 sports saloon, beautiful condition, radio, and host of extras. Flaxman 0052. 7253 7154. [9252

1937 Hotchkiss 3-litre 2/4-seater, Royal blue, engine, coachwork perfect condition; bargain for quick sale; £695.—Write, 'Phone, Grant-Dalton, Pear Tree Cottage, Nether Wallop, Stockbridge, Hants. Tel. Wallop 247. [6463

195 gns.—Hotchkiss, 1951, 3-litre foursome sports coupe, black, brown leather, rear luggage trunk, good tyres, very carefully used; exceptional condition, coat over £600; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [6647

Hotchkiss Cars Wanted

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3. are keen buyers of late models. Flaxman 0052. [1042

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). [0513

H.R.G.

HAROLD RADFORD & Co., Ltd., SOLE distributors for London and Home Counties offer:—

NEW and unused H.R.G. cars available for immediate delivery

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8567

1947 1500 Aerodynamic H.R.G. polychromatic blue, new hood and tonneau cover, all late modifications fitted, in exceptional condition; £760, or offers.—Herbert, Woodleigh, Bradnop Leek, Staffs. [6781

1100cc H.R.G., 1948, mileage 20,000, one owner, close ratio gear box with alternative ratios, scintilla magneto and alternative coil ignition, 4 Fort Dunlops, 4 spares, 2 spare wheels, aero screens; maintained by works throughout; in showroom condition; £750.—Lambert, Latymers, Penshurst, Kent. Penshurst 555. [5304

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 10, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [0594

H.S.M.

CLASS'S MOTOR MART.—1941 H.S.M. Triumph sports 2-seater, fitted 2-litre 8-cyl. super sports engine, large quantity of spares.—5, Warren St., W.1. Euston 4110. [5643

HUDSON

DICKS.

1938 Hudson 17 saloon, just fitted reconditioned engine; £450.—Below.

1936 Hudson 22 saloon, carefully used, official's car; £275.—Below.

1939 Hudson 22hp coupe, most attractive car; £495.—Below.

1937 Hudson 17 saloon, carefully used; £575.—Below.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [5607

HAROLD RADFORD & Co., Ltd.,

1949 (Feb.) Hudson Commodore Saloon; left-hand drive; colour grey; speedometer reading 14,000 miles; in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [9248

£175.—Drop head foursome coupe Hudson 8, very smart in duo grey.

WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [5879

1939 Hudson 16.9 saloon, leather upholstery, recorded mileage 45,000.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2265. [6711

1938 21hp Hudson drop head coupe, in first-class condition throughout; £495.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5.

HUDSON Terraplane 1937 17hp limousine, six seats, excellent hire car, one owner, £350.

GEE CARS, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3563.

1938 Hudson 16.9, taxed, tyres good, radio fitted, excellent condition; £425.—Uxbridge 990. [6651

1940 29hp Hudson de luxe saloon, furniture hide upholstery, radio, 36,000 miles only; £595.—R. C. Mortlake, 253, Kenval Rd., London, W.10. Ladbroke 3155; after 6.30 Arnold 4604. [5789

1935 Hudson Terraplane coupe 5-seater, recent complete mechanical overhaul, painted, replated, new hood, etc., first-class condition throughout; £275.—Reeves, 28, Oak Rd., Tunbridge Wells, Kent. Tel. Southborough 462. [5986

Hudson Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Hudson from 1937 onwards. Wembley 6691-2. [0961

HUDSON 1939-40 17hp saloon urgently wanted for special client.—Dicks Car Sales, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [6429

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors, for Hudson reconditioned engines, spares and service; quote chassis number.—93-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568

HUMBER

DICKS

1939 Humber Super Snipe saloon, ex-Diplomatic car; genuine bargain, £550.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [2445

CAR MART, Ltd.

1949 Humber Hawk saloon, heater, 5,000 miles; £1,675.

1949 Humber Super Snipe saloon, 14,000 miles; £1,695.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6275

OVERSEAS CARS, Ltd.

1949 Humber Super Snipe, black, brown leather, radio and heater, 18,000 miles, indistinguishable from new; £1,595.

1948 Humber Hawk saloon, green, 17,352 miles, excellent condition; £1,195.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [5077

RUSSELL MOTORS offer:—

455 miles only, 1950 Humber Hawk de luxe saloon, black and brown leather.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [5110

WARWICK WRIGHT, Ltd., offer:—

1950 Humber Imperial 27hp saloon, green, brown leather, heater, 11,000 miles.

1950 Humber 27hp touring limousine, black, brown leather, 8,000 miles.

1950 Humber Super Snipe 27hp saloon, grey, grey leather, 9,000 miles.

1950 Humber Super Snipe, Tickford coupe, grey, 11,000 miles.

1950 Humber Hawk saloon, almond green, buff leather, 5,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5620

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Humber Snipe saloon, nominal mileage, outstanding condition; £1,150.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6707

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1948 Humber Hawk saloon, black, radio; £1,075.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 5658. [6367

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:

1949 Humber Super Snipe saloon, speedometer 1,800 miles, indistinguishable from new; £1,750. [6495

GORDON CARS (LONDON), Ltd.—1950 Humber 27 touring limousine, black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Humber Hawk saloon, green, excellent condition.—Below.

GORDON CARS (LONDON), Ltd.—1949 Humber Hawk saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe saloon, black.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6560

1948 Humber Hawk, black, moderate mileage, in excellent condition; £1,025.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 6565. [6666

HAWK 1950, May, 5,000, black; £1,575.—Parr, 19, Marsh St., Hanley, Stoke-on-Trent. Tel. 29047. [6218

1950 Humber Hawk saloon, quite as new.—Autowork, Ltd., Winchester. Tel. Winchester 4454/5406. [6054

£295.—1936 Humber 27hp foursome drophead coupe, grey, blue hide, in above average condition.—Below.

£125.—1935 Humber 17 4-door de luxe saloon, excellent runner; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5698

HUMBER 16-50 saloon, 74,000 miles, good appearance, running order; £100.—Nichol, 13, Undergreens Rd., Barrow-in-Furness. [6229

1947 Humber Hawk saloon, black and fawn upholstery, fitted radio, small mileage, in exceptional condition; £975.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [7508

9000 miles, 1949 (Feb.) Humber Super Snipe saloon, black, radio, heater.—Ernest Sutton, Tel. Rogate 4 (trade only). [6355

HUMBER 21hp saloon, black, in exceptionally good condition; £750.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [2563

1948 Humber Super Snipe, new tyres, 24,000 miles only, immaculate throughout; £925.—Reynolds, Castle St., Cambridge. [5867

1949 Humber Super Snipe, met. grey; £1,595; (also 1947 model).—C. A. Pelo, Ltd., 42, North Audley St., W.1. Mayfair 3051. [6315

1950 (April) 27hp Humber Super Snipe saloon, steel grey, grey leather, radio and heater, one owner, spare unused; £1,925.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [4922

1950 Humber Hawk, 14,054 miles, as new, any trial; £1,425.—Charing Cross Garage, Villiers St., Strand, Wc. 2857. [6410

1947 Humber Super Snipe saloon, colour black, with brown leather, chauffeur kept; £1,075.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [6105

1935 Humber 12 open four-seater, engine completely overhauled by Humber Agents last month, including crankshaft reground, cylinders bored, etc., at a cost of £60; owner now returned abroad; price £225.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451/2. [5656

HUMBER

GOLDERS Green.—H. A. Saunders, Ltd., 1950 Humber Hawk saloon, green brown hide, 12,000 miles; guaranteed; £1,550.—144, Golders Green Rd., Spe. 0011. [6505

1949 Humber Snipe saloon, green, radio and heater, as new; £1,545.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [5104

1946 registered Humber Pullman, fitted partition and occasional seats; this car will be reconditioned throughout, new upholstery, and resprayed, £775.

KINGS AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536 and 3537. Open week-days 9 a.m. to 7.30 p.m. [5709

1938 Humber Snipe, 21hp blue saloon, sliding roof, taxed December; first registered April, 1938. Arthur Pearce and Sons, Market St., Wellington, Shropshire. [6464

425 gns.—Humber Super Snipe, April, 1939, 27hp de luxe 4-door saloon, black, sliding head, fawn leather, very good condition; terms; exchanges.—Rowland Smith, below.—

695 gns.—Humber pullman, August, 1937, 27hp 7-seater double-enclosed limousine, black, leather upholstery, winding partition, face-forward occasionals, wheel discs, unworn heavy duty tyres; bills for £250 overhaul, carefully used, exceptional condition; terms; exchanges.—Rowland Smith, below.—

245 gns.—Humber pullman, June, 1936, 27hp seven-seater sedanca de ville, black, front brown leather, rear fawn cloth, winding division, face-forward occasional seats, very good condition, cost £975; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [6648

ADVERTISER wishes exchange satin-bronze 1950 Humber Hawk, mileage 9,000, condition perfect, for new Humber Hawk or Sunbeam-Talbot 90, preferably black.—Box 2969. [6756

1950 (June) Humber Super Snipe Tickford convertible, H.M.V. radio, heater, taxed, as new, 12,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5356. [6047

1938 Humber Imperial Snipe drop head coupe, 2 doors, seats 5 persons, new valves fitted recently and brakes relined; price £600; private owner.—Tel. Datchet 151 for appointment. [4749

1950 May, Humber Hawk, bronze with red leather, 12,000 miles, most immaculate, £1495.—Bellis Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1188. [6761

LATE 1949 Humber Super Snipe, steel grey, grey leather, H.M.V. radio, loose covers, twin mirrors, mascot, etc., 11,000 miles; owner driven; condition as new; £1,675 or near offer.—Tel. Tho. 1974. [6562

1950 series Humber, 1949; absolutely indistinguishable from new, colour black, leather throughout, heater, taxed year; £1,575.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451/2. [6615

1936 Humber 12hp drop head coupe, one owner, grey, red leather upholstery, exceptional mechanical and coachwork condition, new batteries, tyres serviced by Humber agents, taxed; £325.—Strub, Pendower House, Westfield Rd., Bishop's Stortford. [6192

LIMOUSINES 1946/47/1948, partition, widest occasionals, black, exceptional carriages, carefully maintained, certified mechanically, reasonable cost. Seen.—ALPE & SAUNDERS (100 Limousines); Lists posted; Providence Court, Grosvenor Square, Mayfair 2941. [6115

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WROTHAM Heath.—(Borough Green 4.)

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ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

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DE NORMANVILLE gearboxes.—H. & A. Engineering Co., Grant Rd., Addiscombe 2931. [0764

THE Humber Specialists for all spares.—Ring Uplands 5637. See advt. under Parts & Accessories

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1948 Invicta foursome drop head, 14,000 miles; £1,525.—Cartton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6545

BLACK Prince model Invicta 4-door saloon, very low mileage, immaculate inside and out, cost approximately £5,000, open to R.A.C. examination; accept £1,575.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677. [6677

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GREAT West Rd. (Ealing 3477) Official Jaguar Service Station.
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1950 Jaguar Mark V 2½-litre saloon, 10,000 miles; £2,375.
1950 Jaguar 3½-litre saloon, heater, 6,000 miles; £2,350.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [6271

SOCOMBES, Ltd.

1949 (September) Jaguar Mark V 3½-litre, grey, red upholstery, under 10,000 miles, superb trim, £1,975; we welcome part exchanges and hire purchase.—SOCOMBES, Ltd., 38-52, Budden Hill Lane, N.W.10. Willesden 4869. [6717

KENTISH & THOMSON, Ltd.

1947 Jaguar 1½-litre special equipment saloon, black, fitted heater and radio, Ace discs, small mileage, £1,050.
564—566, Wickham Rd., Shirley, Croydon. Springpark 3477. [6568

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SWANMORE CAR SALES, Boscombe.

1949 Jaguar 3½ Mark V saloon, green, low mileage, exceptional car.
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SWANMORE CAR SALES, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [6079

MEBES & MEBES (Est. 1895) offer:—
1937 Jaguar 2½-litre sports 4-door saloon, metallic bronze, grey hide upholstery, coachwork, mechanical condition and tyres excellent, £495.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [6171

D. J. SHEPHERD & CO. (ENFIELD), Ltd.

1950 3½-litre Mark V Jaguar, colour grey, blue leather interior, small mileage, showroom condition, £2,175.—D. J. Shepherd & Co. (Enfield) Ltd., 455, Hertford Rd., Enfield. Howard 1631. [5061

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1947 Jaguar 3½-litre saloon, 18,000 miles, in perfect condition, £1,250.
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1936 Jaguar 2½-litre saloon, black with green leather, 289gns.
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1947 (Dec., 1946) Jaguar 1½-litre saloon, radio, beautiful car, £975.
BERTRAM COWEN, Hermitage Lane, Streatham. Tel. Pol. 2100. [6451
1950 model 3½-litre Jaguar Mark V saloon, one owner, low mileage.—Offers to Box 2956. [5852

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GORDON CARS (LONDON), Ltd.—1948 Jaguar 3½-litre coupe, black.—Below.
GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-litre saloon, grey.—Below.
GORDON CARS (LONDON), Ltd.—1947 Jaguar 3½-litre saloon, black.—Below.
GORDON CARS (LONDON), Ltd.—1947 Jaguar 2½-litre saloon, black.—Below.
GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre saloon, grey.—Below.
GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre saloon, black.
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1947 Jaguar 3½-litre saloon, one owner, lovely condition, £1,075.—Speedy, Sloane 7219. [4966

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3588.

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1949 Jaguar Mark V 3½-litre saloon, fawn with red upholstery, exceptional condition; £2,150.
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7000 miles.—1950 (Jan.) Jaguar 3½-litre saloon, Mark V, black.—Ernest Sutton, Tel. Rogate 4 (trade only). [6358
1939 S.S.100. £10 tax, new tyres, exceptionally fast, grey with red upholstery; offers. [6223
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MARK V Jaguar 3½-litre saloon, 11,000 miles, really faultless.—Beardmore, 26, Queensway, Bayswater, W.2. Bayswater 0136. [5706
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APPLEYARD OF LEEDS, Ltd., North St., Leeds, 7. Tel. Leeds 32751. [5672
1950 Jaguar Mark V 3½-litre saloon, grey with grey leather, heater, very carefully maintained, 6,000 miles; £2,250.
H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2568. [6012
1947 Jaguar 3½-litre saloon, black red leather, radio, good throughout; £1,250.—Clark, 24, Caledonia Place, Bristol, 8. [6623
R. F. POWELL MOTORS, Ltd., for Jaguar cars.—28, East London main agents, 321 Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0700
1939 2½-litre Jaguar resprayed superb condition, discs, mascot, heater, taxed Dec.; offers?—45, Kentish Town Rd., N.W.1. [6790
JAGUAR 1½, perfect, 20 w.o., interior unmarked, A.A. examination, deposit £300; exchanges.—278, Chester Rd., Castle Bromwich. [6795
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1950 Jaguar 2½-litre, radio and extra equipment, unblemished condition.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [5427
JAGUAR 3½-litre Mark V saloon, February, 1950, 6,500 miles, finished in black-beige leather, radio, heater, written guarantee, superb; £2,395.
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1937 Jaguar 2½-litre, excellent condition, recently overhauled, new tyres, bulb available; £395.—Fit. Lt. Jackson, R.A.F., Thorpe, Essex. [6206
1950 Jaguar 3½-litre, black, H.M.V., moderate mileage, trade enquiries welcomed.—Jack Smith, 52, Bruton Place, W.1. Mayfair 0821-2. [5504
1948 (Sept.) Jaguar 3½-litre saloon, black, grey leather, genuine mileage 8,000; £1,240.—Godfrey Davis, Ltd., Neasden Lane, Gladstone 6474. [6626
GOLDERS GREEN.—H. A. Saunders, Ltd.—1949 Jaguar Mk. V saloon, black, green hide, 11,000 miles, guaranteed, £1,925.—144, Golders Green Rd. Spe. 0011. [6506
1948 Jaguar 3½ drop head, used only since 1949, black with brown piggin, excellent condition, carefully cared for by private owner; £1,275. Tel. Victoria 5660. [5919
JAGUAR Mk. V 3½-litre saloon, 1950, 10,000 miles, finished green with green upholstery.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0125 (6 lines). [6439
£295.—Jaguar 2½-litre sports saloon, 1956, black, red leather, very popular model, a fast, powerful car, good tyres, new battery, unrepeatable value for money. See below. [6699
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1948 (June) 3½-litre saloon, little mileage, dual colour, one owner, magnificent; £1,595.—Aipe & Saunders, Ltd., Providence Court, Grosvenor Square, Mayfair 2941. [6116
1946 (November) Jaguar 1½-litre, special equipment, grey leather, one owner; £945.—Vandervell's (buyers of good used cars), 2/3a, Haverstock Hill, N.W.3. Primrose 4441. [2119
1949 (March) Jaguar saloon, 3½-litre, apple green with green leather, 15,000 miles, most immaculate; £1,595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [6763
1947 (November) Jaguar saloon, 3½-litre, black with brown leather, low mileage, showroom condition; £1,095.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [6760
1938 (July) Jaguar 3½-litre saloon, black, fitted H.M.V. push-button radio, immaculate condition perfect mechanical order; £525.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6481

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£595.—1939 3½-litre Jaguar saloon, grey with red leather, excellent condition throughout, moderate mileage; terms, part exchanges.—Richards & Brown, 2, Ringers Rd., Bromley, Kent. Tel. Ravensbourne 7467 or 6479. [4729
1947 1½-litre Jaguar special equipment saloon, 1 owner, genuine mileage 9,800, quite unmarked with very many extras including discs, H.M.V. radio.—Enquiries to Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [6472
JAGUAR 3½-litre 1938 saloon, black and chromium, beige hide upholstery, laid up during war, chromium cylinder liners; privately owned since new, chauffeur kept; whole car in magnificent condition.—Offers to Brown, "Nenthorn," Nairn. [4782
JAGUAR Mark V saloon, 7,000 miles, first registered October, 1949, suede green with upholstery to match, Ekco short wave radio with extra speaker in rear, a specimen car; £1,995.—For further particulars, Gavin Fairfax, Ltd., Virginia Water, Surrey. Tel. Wentworth 3158. [6681
1950 Jaguar Mark V 2½-litre black saloon, not used for 10 months, practically as delivered, just out of covenant, petty mileage, headlamps, heater, silk window tassels, seat covers, privately owned, one owner; £2,400.—Williams, Mayfair 7851, 31, Bracknell Gardens, N.W.3. [5995
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XK120 Jaguar wanted.—A. F. Erskine, 63 Westfield Ave., Woking, Surrey.
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MARSTON MOTOR Co., Ltd, for your Jaguar.—Tel. St. 8000. Seven Sisters Rd., Tottenham, N.15.
CASH buyers of low mileage 1½-litre Jaguars, distance no object.—Hattons, Lord St., Southport. Tel. 2266. [0794
BRITISH & COLONIAL MOTORS, Ltd., require good Jaguar cars.—Upper St. Martin's Lane, W.C.2. Tem. 0048. [6568
WANTED, 1939 1½- or 2½-litre Jaguar saloon.—Beardmore, 26, Queensway, Bayswater, W.2. Bayswater 0136. [1742
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Jaguar from 1937 onwards. Wembley 6691-2. [0962
HALLS, FINCHLEY, Ltd., Odeon Parade, N. Finchley, N.12. Jaguar main agents, are cash buyers of Jaguar cars.—Tel. Hillside 1044. [6386
1946/8 Jaguar saloon urgently required, in good condition.—J. R. Inwards, Ltd., main dealers for West Middlesex. High St., Ruislip 3033-4-5. [0699
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1950 (June) Jowett Javelin de luxe saloon, 7,000 miles, turquoise blue, £1,395.

1950 model Javelin standard saloon; £1,135.

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1949 (Oct.) Jowett Javelin saloon, low mileage, carefully maintained.

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836—842, High Rd., N.12. Hillside 0024. [6072

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18, Berkeley St., W.1. Bay. 6266.

SERVICE, Works and Stores, Barnsdale Rd., Elgin Ave., W.9. Cunningham 5956-8. [6524

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1934 (Sept.) 7hp Jowett 2-seater tourer, taxed and insured year; note order; £135.—Fortune Green Rd., N.W.6. Ham. 2211. [5084

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1949 Javelin, 14,800 miles, perfect condition; £1,100.—Box 2864, or telephone Kensington 5275. [5975

JOWETT 10 saloon, 1938-9; £350.—Tel. Maida Vale 1644. Austin 7 considered in part exchange no dealers. [6342

1949 Jowett Javelin saloon, low mileage.—Autowork, Ltd., Winchester. Tel. Winchester 4854/3406. [6056

1949 Javelin 1½-litre saloon, one owner, low mileage, taxed magnificent condition, guaranteed; £1,180.

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JOWETT and Javelin main agents, spare and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [2412

1949 Jowett Javelin, turquoise blue, beige leather, radio, heater, original condition; £1,125.—Odeon Motors, Ltd., Barnet 4100. [5093

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1949 Javelin de luxe saloon, black, 1 owner, excellent condition throughout; £1,150.—Buntings, Jowett Main Agent. Tel. Harrow 1908. [6719

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1950 Javelin de luxe saloon, maroon with beige interior, fitted radio and heater, as new; £1,325.—Wimbush & Co., Ltd., Abbey 6896. [6131

LOW-MILEAGE Jowett Javelin saloon de luxe.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel Kensington 6642 (5 lines). [7908

1949 Javelin de luxe saloon, turquoise blue, fitted radio and heate, one owner, perfect; £1,125.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. [5554

1949 Javelin saloon, cream and red leather, 14,000 miles, perfect, 3 months' guarantee, £1,075.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [6599

JOWETT

1948 (August) Jowett Javelin de luxe, cream with brown leather, 15,000 miles, like new; £995.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185.

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JAVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv. 4646. [0415

MILESTONE'S (SERVICE GARAGE), Ltd., main agents Jowett Javelin Bradford vans and trucks. LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629, 308, Erith Rd., Bexleyheath. [0571

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines). [0009

CROYDON.—Godfrey's, Ltd., for full Jowett service and comprehensive range of spares.—228-234, London Rd., Croydon. [0463

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Bonnersfield Lane, Harrow. Tel. 1908. [0073

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans, spares and service.—G. W. Wilkin, Ltd., 1 Weston Park, and 84 Eden St., Kingston 2241-2. [0879

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and main agents; over 23 years' Jowett experience, spares and service [0759

LAGONDA

DICKS.

1935 Lagonda 4½ pillarless saloon; opportunity to acquire a hand-made car at a very reasonable price; £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [5608

CAR MART, Ltd.

1938 Lagonda V.12 4½-litre drop head coupe, 6 months' guarantee; £1,975.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [6275

SIMMONS OF CROYDON.

LAGONDA 2-litre 1930 low chassis, with Buick engine, but still taxed at 13hp, first class runner in every way, complete with 2-litre Lagonda engine and spares, including chassis to value of £50; £200.

LAGONDA 1934 L.G.45 4½-litre Park Ward drop head coupé, phenomenal economy has been spent on this Lagonda and it is second to none; £485.

SIMMONS OF CROYDON, 101a, Tamworth Rd., West Croydon, Croydon 1857. [6540

BROOKLANDS for individuality.

LAGONDA distributors; latest models for demonstration, catalogues on request.

1950 Lagonda 2.6-litre saloon, black, serviced by makers.

1940 series Lagonda L.G.6 drop head 4-seater coupe, 15,000 miles only since makers' overhaul, immaculate car.

1939 Lagonda 12-cylinder Rap.de coupe. Sanction II engine, luxury leather.

1938 (first reg. 1940) Lagonda 4½-litre sports tourer, duo-tone beige, immaculate throughout.

BUY or sell your car at:—

103 New Bond St., London, W.1. Mayfair 8351-6. [6180

CHARLES POLLETT, Ltd., offer:—

1938 Lagonda 12-cylinder short chassis saloon, complete overhaul by makers recently, outstanding example; £1,450.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Rd., Elgin Ave., W.9. Cunningham 5956-8. [6520

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6652 (5 lines). [0264

RONALD KENT (COACHBUILDERS), Ltd., offer:—

1939 Lagonda 30hp L.G.6 de ville saloon, probably the most impeccable example of this famous and elegant model in existence, fully passed by manufacturers, mileage 52,000, and only one previous owner, 6 months' guarantee; £875gns.—Coalwharf Rd., Shepherd's Bush, W.12. Shepherd's Bush 2231. [6024

LAGONDA

PERFORMANCE CARS.—See our advertisement under Sports Cars. [2186

£475—Lagonda 3½ saloon, black, R.M.V. radio, taxed, exceptional car; exchanges and terms.

SWANMORE CAR SALES, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [6077

1937 Lagonda LG45 4-door saloon, colour black, fitted radio, very carefully maintained; £895.

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [5066

1950 Lagonda 2½-litre saloon, as new throughout, mileage 8,000 only, colour black with beige leather; price £1,850.

APPLY, Northampton Motor Services, Ltd., Northampton. Tel. 2862 [2456

1395 gns.—Lagonda V.12, 1940 (reg. August, 1945), medium chassis de luxe 4-door saloon de ville, dark blue, sliding head, blue leather. Ace discs, unworn Dunlop tyres, small mileage, very carefully used, exceptional condition, cost £1,625; terms, exchanges.—Rowland Smith, below.

395 gns.—Lagonda Rapide, 1935 (reg. 1936) 4½-litre pillarless 4-door sports salo.n, black, sliding head, brown leather, unworn Dunlop tyres, Windtone horns, carefully used, excellent condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6662

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), offer the following used Lagonda cars; 16-80hp 4-seater sports tourer; 1935 4½-litre Rapide, 4-seater, pillarless saloon; 1936 4½-litre 4-door pillarless saloon; 1937 4½-litre Rapide (outside exhaust) 4-seater sports tourer; L.G.6 (independent suspension) 4½-litre drop head coupe, completely rebuilt by Lagonda, Ltd., 1950, first-class condition throughout, £D tax; we have been instructed to dispose of a really outstanding 2-litre sports 4-seater tourer, body and chassis completely rebuilt, faultless condition throughout, for the sum of £650.

273 London Rd., Staines. Tel. 3457-8, or (private) Walton 1562. [0287

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V.12 models; service engines in stock.

LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0908

DAVIES MOTORS LTD. (managing director, J. E. Davies 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273 London Rd., Staines. Tel. 3457-8 or (private) Walton 1562. We are open on Saturday mornings. [0217

LANCHESTER

CAR MART, Ltd.

LONDON distributors.

1939 Lanchester 11 saloon, 14,000 miles; £725.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [6276

BROWN'S for Lanchesters.

1937 Lanchester 14hp sports saloon de luxe, one owner, exceptional condition; £475.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [6044

£155—1934 Lanchester 18 Mulliner drop head saloon, in original condition.—Below.

£155—1934 Lanchester 10hp de luxe saloon, blue, excellent runner, good tyres.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

CASS'S MOTOR MART.—1939 Lanchester 14 saloon, maroon, one owner, written guarantee.—3, Warren St., W.1. Euston 4110. [5616

LANCHESTER saloon 14hp, 1937, excellent condition, tyres new, new super tyres; selling owing to husband's death; £485.—Box 3003, Before Monday, Bay. 4643. [6307

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars; consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405 [0545

18hp Lanchester 4-door saloon, in good running order, tyres good, for immediate delivery.—App. Col. P. H. Labouchère, The Old Rectory, Sculthorpe, Fakenham, Norfolk. [6160

£475—1937 Lanchester II saloon, just fitted with reconditioned engine, bodywork and interior in original condition, terms or exchanges.—G. S. Hall, 502, King St., W.6. Riverside 2881. [5436

WALTER SCOTT Ltd.—1936 Lanchester 11 de luxe saloon, black, a genuine, carefully used one owner car; £345, exchanges, terms.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5914. [5029

LANCHESTER 10 saloon, 1935, 2 spare wheels, extensive engine and body overhaul recently carried out, duco'd, tyres run 4,000 miles since, in excellent order; reason for sale owner has just got new car; £350.—Man. 6054. [6449

1939 Lanchester Roadrider de luxe, 14hp, 4-door saloon, green, leather upholstery, preselective, immaculate condition, lady owner; £625 or near offer.—Scott, 43, Peabody Rd., Farnborough, Hants. Tel. Farn. 967. [5652

1935 Lanchester 10hp sports saloon, exceptional condition throughout, both coachwork and mechanically, oil consumption negligible and 25mpg, a really good car.—Boardmore, 26, Queensway, Bayswater, W.2. Bayswater 0156 [1720

325 gns.—Lanchester Roadrider, July 1937 14hp 4-door saloon, black, sliding head, red leather, preselector, good tyres, very good condition, terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). Hampstead 6041. [6651

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LANCHESTER

1938 Lanchester 13hp Roadrider sports saloon, most attractive styling, superb mechanical condition, cellulose dull unrepeatable opportunity, with written guarantee, £595. 1939 Lanchester 11hp Mulliner saloon, beige, absolutely immaculate, mechanically excellent, written guarantee £575. 1936 Lanchester 10hp 2-door sports saloon, original blue, mechanically excellent, semi-streamlined body, written guarantee, £275. 1935 Lanchester 12hp 4-seater coupe, sound condition, £195. Inspection invited at London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2645. [5420

Lanchester Cars Wanted

CM THE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. [0965

PRIVATE buyer seeks Lanchester foursome drop head, reasonable condition; for cash.—Box 2905. [6189

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Lanchester 10s, distance no object.—Hattons, Lord St., Southport. Tel. 2268.

LONDON CARS require good used 11/14hp Lanchester saloons, later models preferred; traders also please note.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [4108

Lanchester Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Pre-selector gear boxes; exchange and repairs.—169 Fulham Rd., S.W.3. Kensington 7301. [0237

PRE-SELECTOR gear boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2931.

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0689

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252/3.

LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia Aprilia.

ONLY first class examples are offered.

FULL details of current stock on request.

EXCHANGES, deferred terms.

173, Westbourne Grove, W.11. Bay. 4274.

LANCIA 1939 special drop head coupe; £975.—Bartlett, 27a, Pembridge Villas, W.11. [6242

LANCIA Augusta coupe, in exceptional general condition, meticulously maintained by enthusiast; £595. Box 2959. [6728

1937 Lancia Aprilia saloon, exceptional condition. —Autowork, Ltd., Winchester. Tel. Winchester 4834/3406. [6059

1937 Lancia Aprilia saloon; £625.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [6605

LANCIA Aprilia, late 1938 fitted large engine, balanced crank and polished head, 90 mph, 30 mpg; £750.—S. & S. Motors, Bay. 1644. [5186

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Lancia Aprilia, 1941-42, £10 tax, very beautiful sports saloon, in two-tone grey. —Flaxman 0052/7253/7154. [5065

1939 Lancia Aprilia, with lovely Farina drop head coupe, speedometer reads 6,000 miles, believed genuine, car last taxed in 1959; £1,275.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [5928

1939 Lancia Aprilia saloon, enthusiast maintained regardless of expense, completely reconditioned engine just fitted and run in, very smart cellulose finish in royal blue and polychromatic grey, with original blue leather upholstery in almost unmarked condition, fitted Andre telescopic shock absorbers to rear and all suspension units completely overhauled; manual radiator shutter control, twin spotlights, radio, 5 brand new Michelin tyres, will willingly demonstrate at 82-85 mph, with proportionate fast cornering; would consider T.D. Type M.G. in exchange, with cash adjustment.

LT.-COL. R. F. ANDREWS, Lansdowne Garage, Ltd., East St., Leicester. Tel. 58560. [4854

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen High Rd., N.20. Tel. Hillside 2393. [0343

STANDARD Lancia Aprilia saloon required privately, must be absolutely reliable and reasonable price.—Box 2977. [6745

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2565.

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874-5. [0077

JOHN S. TRUSCOTT, Ltd., urgently require low mileage, really well-kept Lancias.—175, Westbourne Grove, W.11. Bay. 4274. [6249

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the Lancia Italian company for all servicing and repair work, reconditioning, etc., carried out by our own staff of specialized mechanics, genuine Lancia factory-made spares and Italian materials available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley (Perivale 5656.) [0520

LEA-FRANCIS

CHARLES FOLLETT, Ltd., sole distributors London and Home Counties, offer:—

1950 Lea-Francis 18hp streamlined saloon, gunmetal, 1 owner, 6,000 miles only, maintained by makers; £2,250.

1950 Lea-Francis 14hp saloon, i.f.s., black, brown leather, 1 owner, 7,000 miles only, as new, guaranteed; £1,575.

1947 Lea-Francis 14hp saloon, grey, 1 owner, heater, at present undergoing complete overhaul; £1,050.

18, Berkeley St., W.1. May 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Rd., Elgin Ave., W.9. Cunningham 5936-8. [6518

LEA-FRANCIS

BROOKLANDS for Individuality.

1949 Lea-Francis sports 2-seater, metallic blue, small mileage, excellent condition.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351/6. [5194

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station Works and Stores:—

12 Wellesley Ave., W.6. Riv. 1413. [0595

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0892

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18 Berkeley St., W.1. May. 6266

SPARE parts.

SERVICE: 12 Wellesley Ave., W.6. Riv. 1413. [0596

Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY) Ltd. urgently require all models Lincoln from 1937 onwards. Wembley 8691-2. [0669

LINCOLN-ZEPHYR

LINCOLN-ZEPHYR 1939 (first registered 1945), dark blue 4-door saloon, Marchel headlamps, heaters, radio, defrosters; best offer.—Grosvenor (London) 5331. [5697

LINCOLN-ZEPHYR, 1937, 4 good tyres, engine newly installed by Lincoln's and certificate of efficiency by them available; bodywork in good order; left-hand drive, colour black; price asked £500.—Box 2775. [5524

Lloyd Cars Wanted

PRE-WAR Lloyd 350 preferably rear engined model with self-starter, condition of bodywork immaterial.—Box 2945. [6754

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

TYPE 230 Mercedes-Benz 20hp 4/5-seater drop head in immaculate condition; Continental steering; first registered 1939; taxed December; £850.—Victoria 8715. [7499

CHIPSTEAD MOTORS Ltd., 197, Fulham Rd., Kensington, London, S.W.3, offer:—

MERCEDES-BENZ Type 200 foursome drop head, radio, etc., reconditioned.

S.S.K. s/c short chassis road racing 2-seater, original condition, works serviced, terrific performance; £10 tax.—Flaxman 0052/7253/7154. [5551

MERCEDES-BENZ, 1955, type 290 23hp 4/5-str., drop head cabriolet, excellent condition throughout, over 20 mpg; £725.—Box 3002. [6789

Mercedes-Benz Cars Wanted

CHIPSTEAD MOTORS, Ltd.—Service and overhauls carried out by experts.

CHIPSTEAD MOTORS, Ltd., always buy good Mercedes.—Onslow Garage, 197, Fulham Rd., Kensington, S.W.3. Flaxman 0052.

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [7002

M.G.

CAR MART, Ltd.

1949 M.G. T.C. 2-seater, 6,000 miles; £965.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6274

MERCURY offer:—

VERY clean 8hp M.G. P type, finished in poly green, good all weather equipment, leather upholstery, Bluemel wheels, Notes spotlight, twin tone horns, good tyres and battery, chromium rear luggage rack, fast and reliable; £315, also

1939 T type, finished in black, red leather upholstery, chromium wipers, fog lamp, fold flat screen, new hood and full length zip tonneau, well shod, taxed year; £475.

TERMS or exchanges with pleasure.

MERCURY MOTORS, 385, Northolt Rd., South Harrow. Byron 2057. [6411

WOODBAIN CARS offer:—

£265—M.G. 8hp P type sports 2-seater, beige.

£345—M.G. 8hp J2 sports 2-seater, genuinely exceptional and highly recommended.

£110—M.G. 8hp open sports 2-seater, sound little car.

MANY other M.G.s in stock at most competitive prices; terms.—Woodbain Cars, the M.G. specialists, 6 & 10, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9455. [6251

ROSE & YOUNG, Ltd., offer:—

1947 M.G. T.C. 2-seater, immaculate condition, low mileage, British racing green; £695.

1949 M.G. T.C. 2-str., 7,000 miles only, unmarked inside and out, black, two other 1949 M.G.s in stock from £765—£65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464.

BROOKLANDS for Individuality.

1950 M.G. 1½-litre saloon, metallic green, speedometer reading 4,000.

1950 M.G. 1½-litre saloon, metallic bronze, speedometer reading 10,000.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351/6. [5195

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 M.G. 1½ saloon, black and green, 5,000 miles; £1,450.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [2364

M.G.

WARWICK WRIGHT, Ltd., offer:—

1950 M.G. 1½-litre saloon, green, green leather, 5,000 miles.

1950 M.G. 1½-litre saloon, bronze, red leather, 6,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2675

D J. SHEPHERD & Co (ENFIELD), Ltd., offer:—

1949 T.C. M.G., colour black, green leather upholstery, excellent condition; £650.

1949 M.G. T.C. sports, colour black, beige leather upholstery, mileage 6,500, immaculate condition; £925.—D. J. Shepherd & Co. (Enfield), Ltd., Hertford Rd., Enfield. Howard 1651. [6157

ELITE MOTORS offer the following specially selected cars:—

1949 M.G. T.C. green beige; £835.

1948 M.G. T.C. 2-str., black/beige; £775.

1947 M.G. T.C. 2-str., black/green; £735.

1946 (December) M.G. T.C. 2-str. black/green; £685.

1946 M.G. T.C. 2-str., black/red; £675.

1939 M.G. T.A. 2-str., grey/grey; £495.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474, four lines. [6374

PERFORMANCE CARS.—See our advertisement under Sports Cars.

£220—M.G. 8hp 2-seater Airline coupe; seen Surrey.—Box 2941. [6750

1950 1½-litre M.G. saloon, maroon, red leather, heater, superlative car.

HALLS (FINCHLEY), Ltd., Standard House, Odeon Parade, N.12, Tel. Hillside 1044. [6375

1935 P.A. Airline coupe; £295, or offer.—4, Queens Rd., Hoylake 3016. [6460

M.G. J2 1934, good condition; £235.—D. C. Waterman, 15a, Edgwarebury Lane, Edgware, Middx. [6259

BEARTS, of Clapham, M.G. specialists, sales, spares repairs.—102, London Rd., Kingston. Tel. Kin. 3548

1950 (model) M.G. T.C. 2-str., blue, beige leather, luggage carrier, low mileage, one owner, also

1949 M.G. T.C. 2-str., red, red leather, nominal mileage, excellent condition.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [6531

7000 miles 1950 (July) M.G. 1½-litre saloon, green.—Ernest Sutton, Tel. Rosate 4 (1 line only). [6354

M.G. 18.80hp saloon, excellent performance, radio, twin-tones, spot light, etc.; £375.—Derby Motor Co., 125, Woods Lane, Derby. Tel. 25349.

1939 M.G. type TA 2-seater, black, carefully maintained and known by us since new; £465.—Grove Motors, North Rd., Southall 5477. [4104

£375—1937 M.G. 2-litre sports saloon, black, red hide, nice condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480. [5087

1948 M.G. T.C. motor car, black with green upholstery, 1 owner, 19,000 miles.—Tracy, 1, Westend Rd., Southampton. Tel. 76520. [5915

1947 M.G. T.C. 2-str., in grey, very clean, one owner, with extras, £695.—Jack Rose Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5613

1949 M.G. T.C. sports 2-seater, 12,000 miles; £780.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [6601

M.G. 2½-litre 1956, mileage 45,000, perfect condition, recently done up and overhauled, new tyres, available mid-August; price £485 or near offer.—Box 3004. [6605

£495—M.G. 1¼-litre 12hp de luxe saloon, V.A., beautiful maroon, absolutely excellent chassis, definitely far, far above average for its age.—Below.

£515—M.G. 1¼-litre 12hp sports tourer, V.A. series, genuinely original condition, one of the finest we have ever offered; choice 60 other cars, 5 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Purchase Showrooms, 427, High Rd., Finchley, N.12. Fin. 6221. [6756

1946 (Dec) M.G. T.C. 10hp, red with red leather upholstery, 2-seater, 7,000 miles, excellent condition throughout; £650.—Vickery's Garage, Titsey combe 80. [5979

1950 (May) M.G. 1½ saloon, 9,000 miles, as new; £1,525.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6182

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. 1947 T.C. 2-seater, reconditioned engine just fitted, car as new.—Flaxman 0052/7253/7154. [6259

1950 1¼ M.G. saloon, in maroon, absolutely as brand new, total mileage 8,750, one owner, accept £1,375.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [6476

1933 M.G. Midget J2, red, beautiful condition, unscratched, all chrome in condition as new to 1949, robust engine, almost new tyres, hood and side screens original, new battery; £285.

MAGDALEN MOTORS, 511, Trinity Rd., Wandsworth Common, Battersea 5573. [6569

1949 (Oct.) M.G. T.C. 2-seater, 4,500 miles only, several extras, finished black, trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [6669

1939 M.G. 2.6-litre drop head coupe, black, 5,000 miles since M.G. reconditioned engine fitted, P.M. 100 Lucas headlamps, leather upholstery, etc., view London; best offer over £550.—Box 2956. [6626

£335—M.G. 9hp P.B., well maintained, spares include differential, half-shaft, 6in. wheel, gaskets, con. rods, exhaust, etc.—Lilburn, 15, Denewood Ave., Handsworth Wood, Birmingham, 20. [6454

1939 M.G. 2.6-litre drop head coupe, black, 5,000 miles since M.G. reconditioned engine fitted, P.M. 100 Lucas headlamps, leather upholstery, etc., view London; best offer over £550.—Box 3001. [6764

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

A.G.

42000 miles; 1½-litre V.A. series tourer, in really immaculate condition, cream and red, new hood, tonneau and carpets, Harrifords, extras, fast, 50 m.p.g.; good mechanically.—Box 2375. [6742

M.G. T.C., Oct. 1947, in first-class order throughout, recently fitted special new hood, sidescreens recovered, new battery, set of tyres, engine overhauled, brakes relined etc., maintained regardless of expense.—GOULDBOURN & SON, Hartshill Rd., Hartshill, Stoke-on-Trent. Tel. Newcastle (Staffs) 69688. [5924

1949 (July) M.G. TC sports roadster, fitted Shorrocks blower and radio, 6,000 miles, guaranteed; a new car in every respect; licensed to Dec.; price £665.—Estill, 124, Clifton, York. Tel. 53250. [4182

M.G., 1935, 6-cyl. 12hp model K saloon, pre-selector gear box, perfect mechanical condition, body needs attention, engine just completely overhauled, £250, or offers.—Chapman, Netherfield, Forest Row (Tel. 191). [6752

175 ens.—1932 F type M.G. Eustace Watkins special 2-seater, new tyres, reconditioned engine, new battery; vehicle has only done 1,000 miles since extensive overhaul.—Monahan Motors, 258, London Rd., West Croydon. [5599

795 ens.—M.G. Midget, November, 1949, 11hp T.C. sports 2-seater, black, lawn leather, silver wheels, one very careful owner, genuine 9,500 miles, almost new condition; terms, exchanges.—Rowland Smith, below.

795 ens.—M.G. Midget, October, 1946, 11hp T.C. sports 2-seater, black, maroon leather, Philco radio, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

545 ens.—M.G. Midget, 1939, 10hp T. drop head coupe, black, red leather, silver wheels, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

295 ens.—M.G. Midget, 1935, 8hp P, sports 2-seater, black, red leather, very good condition; terms, exchanges.—Rowland Smith, below.

245 ens.—M.G. Midget 1933 model 8hp J 2 sports 2-seater, black, silver wheels, spare tyre unwound, carefully used, very good condition; terms, exchanges.—Rowland Smith, below.

145 ens.—M.G. Midget 1932 8hp sports 2-seater, black, good condition; taxed; terms, exchanges.—Rowland Smith, below.

265 ens.—M.G. Magnette, Sept., 1935, 12hp K.N. Gullaras 4-door sports saloon, black, sliding head, blue leather, excellent condition; terms, exchanges.—Rowland Smith, below.

195 ens.—M.G. Magnette, June, 1934, 12hp N-type sports 4-seater, black, green wheels, leather upholstery; terms, exchanges.—Rowland Smith, below.

595 ens.—M.G., June, 1939, 2.6-litre 4-door sports saloon, black, sliding head, grey leather, Philco radio, excellent condition; terms exchanges.—Rowland Smith, below.

395 ens.—M.G., Sept., 1938, 2-litre 4-door sports saloon, black, sliding head, brown leather, open radio, very good condition; terms, exchanges.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6664

MAYFAIR GARAGES, Ltd.—1938 T type sports 2-seater, black with silver wheels, full all-weather equipment, almost new tyres, carefully maintained, very smart car with outstanding road performance. 3 months' guarantee.—£495.—Below.

MAYFAIR GARAGES, Ltd.—April (1933) J2 sports 2-seater, duo green/grey, special rigid side curtains and full all-weather equipment, tonneau cover, good tyres, large chromium head lamps and twin pass lamps, extra equipment, extremely smart car with first-class road performance 3 months' guarantee; £225.—Below.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 5104-5. Open 9-6, Sats. 9-12. [5167

WALTER SCOTT, Ltd.—1936 M.G. Midget P.B. 2-seater, duo blue, Andre telecontrols, nearly new tyres, excellent condition; £575, also P.A. 2-seater, black, really exceptional; exchanges, terms.—39, Colne Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Prt. 5914.

TANKARD & SMITH, Ltd. offer 1947 M.G. 1½-litre saloon in dual green with beige leather, moderate mileage only, exceptionally clean car; £995. Three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 3801-5. [5955

2 6-litre saloon, August, 1939, 4-door, sliding roof, black with grey leather upholstery, mileage 48,000, twin duotone horns, fog lamp, Ace discs, radiator mascot, all tyres nearly new, carefully maintained, perfect condition; what cash offers? Would consider smaller saloon exchange; cash either way to values.—" Paddock Brow," Boars Hill, Oxford. Tel. 86107. [6785

M.G. Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0943

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted; must be perfect condition.—58-52, Dudden Hill Lane, N.W.10. Willesden 4869.

T.D.M.G. wanted.—A. F. Erskine, 65, Westfield Ave., Woolno, Surrey.

M or J type, any condition.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [5996

A PPROACH us first before disposing of your M.G. car.—Tankard & Smith, Ltd., 194-196, Kings Rd., S.W.3. Flaxman 3801-5. [5957

URGENTLY required, low mileage 1943-50 M.G. 1½ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1694

RAYMOND WAY, the hire-purchase specialists, are still buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0865

ROSE & YOUNG, Ltd.—Wanted, small mileage T.C. or T.D. M.G., urgently.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8182. [7974

M.G. Cars Wanted

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G.; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridges clock), Mayfair, W.1. Mayfair 5104-5. [0896

M.G. Spares and Service

U M Ltd.,

THE sole London distributors for M.G. cars

UNIVERSITY MOTORS, Ltd., 7 Hertford St., Mayfair, W.1. Tel. Grosvenor 4141. [0505

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chiswell Rd., South Woodford, E.18. Wanstead 6662.

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4456. [0208

M.G. spares.—Vertical drives, rockers, valves, road springs, front aprons, rear tanks, J2 windscreens, chromium plated luggage grids, M type clutch plates, prompt and courteous service; see P. & A. column.

DERRINGTON, 159, London Rd., Kingston 5621-2. [6898

M.G. engine, axle, gear box, reconditioning, recon exchange blocks, cranks, rockers, v. drive, dynos, etc., new rocker shafts, bushes, valves, guides, springs, gaskets, wire wheels supplied and repaired, road springs, new and reconditioned.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station). S.W.19. Liberty 3081. [0433

M.G. cylinder heads N.A.; £10; L £7/10/-; F £5; N.A. camshaft reconditioned £15; N.A. oil pump new £12; inlet manifolds N.A. £3; J2 £1; N.A. water outlet manifold £3; K.L. valve cover £2; rockers and bushes 10/- each; T.C. front axle beam polished £4; crankshafts N.A. with rods and mains, reconditioned £25; F with centre mains £5, many other parts; s.a.e. please.—Clewes, 82 Dalmeny Ave., Norbury, S.W.16. [6447

TOULMIN MOTORS specialize in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N. Magnette; exchange service; magnos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, The Roundabout, Hanworth, Middlesex. Tel. Molesey 4401. [0349

MORGAN

DICKS.

1949 Morgan 10hp sports 2-seater, superlative order; £725.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [7482

1938 Morgan 4/4, £70 overhaul (bills), metallic grey, good tyres, excellent condition; £350.—Wen. 7395. [6196

1949 (April) Morgan 4/4 2-str. sports, as brand new, co.our British Racing green, genuine mileage 12,000; £765.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5563

Morgan Cars Wanted

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St., (Hampstead Tube). Ham. 6041. [0949

SLOCOMBES, of Neasden.

4-4 Morgan required, coupe or tourer, nice condition preferable, year immaterial.

38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [5858

CASH immediately for good Morgan.—H. F. Edwards, 154, Gt. Titchfield St., W.1. [6526

RAYMOND WAY, the hire-purchase specialists, are still buying Morgans and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0866

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161 Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—P. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728

MORRIS MINOR

CAR MART, Ltd.

1950 Morris Minor tourer, 2,000 miles; £995.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [6266

H.W. MOTORS, Ltd.

OCT., '49, Minor tourer, black/beige leather, 10,600 miles, Wade supercharger, wheel embellishers, radio, etc.; £875.

H.W. MOTORS, Ltd., Walton-on-Thames. 783 and 1457. [2148

H. A. SAUNDERS, Ltd., offer:—

1950 Morris Minor saloon, maroon with beige leather upholstery, H.M.V. push-button radio, 9,000 miles; £995.

836-842, High Rd., N.12. Hillside 0024. [6071

PHILIP RICKARDS, Ltd., offer:—

1950 Morris Minor tourer, black, 9,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [6057

1949 Morris Minor saloon, black, beige upholstery, 15,000 miles, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951); and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5057

1949 Morris Minor maroon tourer, 10,500 miles; £825.—May, Monks Hatch, Winchester. [6211

1950 Morris Minor sal., maroon, 9,000 miles; £975.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 5051. [6308

1950 Minor tourer, maroon, 9,000 miles; £785.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [6596

MORRIS MINOR

1950 Morris Minor tourer, 5,800 miles, green; £850.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 5051. [6507

JARVIS & SONS, Ltd. offer: 1949 Morris Minor tourer, green, 7,000 miles; £835.—Morris House, Morden Rd., S.W.19. Liberty 4656. [6699

1949 Morris Minor saloon, beige, 10,000 miles, unmarked; £855.—Fraser-Nash Cars, Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [6822

1950 Minor saloon, maroon, 7,000 miles, wheel embellishers, loose covers; this car is as new, without a blemish throughout, being maintained as second car for local runs, mechanically faultless; £925.

MORGAN, Moorings, West End, Woking. Tel. Chobham (Woking) 46, after 7 p.m. [4788

ROSE & YOUNG, Ltd., offer 1950 Morris Minor saloon, very low mileage, fitted wheel spats and chrome rims, black; £875.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [6724

Morris Minor Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716

I NEED post-war Morris Minor immediately.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0745

ALMOST new Morris Minor required; cash payment.—Morley, 54 Streatham Hill, S.W.2. Tulse Hill 4488. [0654

MORRIS EIGHT

DICKS

1950 Morris 8 saloon, numerous extras, very low mileage; £895.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [2442

J. CORYTON, Ltd.

USUALLY have an 8hp Morris for sale; for details 'phone

139 149, Fulham Road, S.W.3. Ken. 1410. [8243

OVERSEAS CARS, Ltd.

1948 Morris 8 saloon, black, brown leather, radio and heater, excellent throughout; £685.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [5079

C.M.I. CAR SALES (Prt. 6623) offer:—

1946 Morris 8 2-door saloon, sun roof, exceptional condition.—Swiss Cottage, Finchley, N.W.3. [5105

WADDINGTON MOTORS, Ltd., offer:—

1947 model Morris 8 4-door saloon, as new; £625.—Fortune Green Rd., N.W.6. Ham. 2211. [5085

1947 Morris 8 saloon, black with brown leather; £995.

RAYMOND WAY, of Kilburn, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6044. [6851

1938 Morris 8 4-door saloon, West Surrey; £545.—Box 2940. [6729

1937 Morris 8, in excellent condition; £295.—Uxbridge 900. [6635

1939 Morris 8 2-door saloon, reconditioned engine; £420.—Below.

1947 Morris 8hp de luxe saloon, black, brown leather; £630.—Vanderveil's (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [2115

1947 Morris 8 4-door saloon, very clean, first-class running order; £650.

FERRARIS of CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6640

1947 Morris 8 saloon, one owner, black; £595.—Grove Motors, North Rd., Southall 3477. [4103

1940 Morris 8 series E tourer, new engine, new hood; £375; South London.—Box 2851. [5903

1937 Morris 8 sal., £275.—Blue Star Garages, Ltd., Watford Way, Mill Hill, N.W.7. (Mill Hill 2277.) [5590

1938 Morris 8 sal., £345.—Blue Star Garages, Ltd., Watford Way, Mill Hill, N.W.7 (Mill Hill 2277.) [5590

1936 Morris 8 4-door saloon de luxe, excellent condition throughout, good tyres, taxed; £250.

COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 4145-6. [6342

1939 Morris 8 2-door saloon, good condition, taxed year; £590, or £120 down.—Croydon 1505. [6220

1938 Morris 8 de luxe 4-door saloon, green, exceptional condition throughout; £565.—Below.

1938 Morris 8 4-door saloon, resprayed black, red interior, exceedingly nice car; £535.—Below.

1937 Morris 8 tourer, 4-str., black, red interior, hood and side screens, in good condition throughout, exceedingly good chassis with good tyres all round; £295.—Below.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [6571

1946 (December) Morris 8 saloon, 29,000 miles, in beautiful condition throughout; £595.—Weybridge 1491. [6424

1938 Morris 8 saloon; £535.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [6478

1947 Morris 8 2-door saloon, black with brown leather interior, 25,000 miles since new, a very well maintained car; £665.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [6630

1939 Morris 8 series E tourer, maroon, excellent condition; £425, nearest.—Smith, Kingsleigh Hall, Birtsmorton, Malvern. [5977

GOLDERS Green; H. A. Saunders, Ltd.—1948 Morris 8 saloon, green/black, brown upholstery, guaranteed; £745.—144, Golders Green Rd. Spe. 0011. [6507

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS EIGHT

£265 ans.—Morris 8, June 1938, 2-seater, grey, good tyres, one owner, very good condition, terms, exchanges.—Rolf and Smith, below. [6663

£425 ans.—Morris 8, 1939, 2-door saloon, black, carefully used, very good condition; terms, exchange.—Rowland Smith, below. [6664

£995 ans.—Morris 8, 1937, 4-seater tourer, black, carefully used, very good condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6665

1938 Morris 8 4-door saloon, a rare model, in most excellent condition, £345.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 5004. [6697

1938 Morris 8 sun roof saloon, blue, in first-class condition throughout. £375.—Wemules Court Motors, High Rd., Wembley. Arnold 5221-2. [6583

£265.—1936 Morris 8 saloon, in definitely above-average condition throughout.—Bray Motors, 160-164, West End Lane, N.W.6. Hampstead 6490. [5692

1948 Morris 8 saloon, clean with good tyres, open to any examination; £695.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [6674

GATEHOUSE offer 1938 Morris 8 saloon, choice of three, in excellent condition; from £345.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [5696

BUTTONS, Ltd.—Morris 8, 1938 2-door saloon, black, immaculate, new engine, heater, tyres as new, taxed, exc. £555. 14-13, Osten Mews, Emperors Gate, S.W.7. Western 1242. [6594

£269.—1937 Morris 8 saloon, genuine bargain, choice of 2.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [1575

MORRIS 8, 1948, 4-door saloon, black with brown all interior, guaranteed as new inside and out, tyres unmarked; £695.—14, Tolworth Rise, Tolworth, Surbiton. Tel. Derwent 1516. [6586

MORRIS 8 1939 4-door de luxe saloon, taxed and in first-class condition throughout, 2 very careful owners, £435, evenings or week-ends.—45, Hawkhurst Way, West Wickham, Kent. [6702

WALTER SCOTT, Ltd.—1938 model Morris 2-seater, blue, excellent condition throughout, £325; exchanges, terms.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5914. [5068

1947 4-door sliding head saloon, factory reconditioned engine, Fram filter, excellent tyres, a really well maintained, sweet running model with no (such work blemishes; £675.—Offord, 154, Gloucester Rd., S.W.7. Fremantle 0051. [6165

Morris Eight Cars Wanted

REQUIRE post-war Morris 8 urgently.—50, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [7047

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

REQUIRED urgently, post-war Morris 8.—Lyne, Frank & Wagstaff, 5-5 Crouch End Hill, N.8. Mountview 4401. [2639

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8 and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0667

MORRIS TEN

PALMERS MOTORS, Ltd., offer:

1947 (December) '48 model Morris 10 saloon, sunroof, leather, excellent condition, £785, guaranteed, exchange and terms.—Palmers Motors, Ltd., 55, York St., Twickenham. Popesgrove 1890. [5705

CM.J. CAR SALES (Pri. 6625), offer:—

1947 Morris 10 4-door saloon, one owner.—Swiss Cottage, Finchley, N.W.3. [4094

1934 Morris 10-6, good condition; £145.—Ladbroke 3795. [6591

1946 Morris 10 saloon, black as new through-out; £675.

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8682. [5068

1939 Morris 10 saloon de luxe, new engine, bodywork needs slight attention, £375.—Below.

1938 Morris 10 de luxe saloon, black with brown interior, splendid appearance, beautiful chassis, £395.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5575. [6570

1947 Morris 10 saloon, one owner, speedo 20,000, very clean and good running order; £775.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254 and 2454.

1947 Morris 10 saloon, black, brown leather, one owner, excellent condition, terms considered, £750.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558 2619.

1937 Morris 10 de luxe saloon, perfect condition; £335.—J. B. Taneborne, 30, Wilton Row, S.W.1. Sloane 4665. [6408

£675.—1946 Morris 10 de luxe saloon, excellent condition throughout, interior spotless, exterior as new, nearly new tyres.—Below.

£495.—1939 Morris 10 de luxe saloon, bodywork very good, interior excellent, obviously carefully used, choice 60 other cars; 3 months' guarantee; hire purchase, exchanges.—Lamus of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6755

1947 model Morris 10 sal., 19,000 miles, black, brown Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [6045

JARVIS & SONS, Ltd., offer 1948 Morris 10 saloon, grey, sliding roof, in superb condition £875.—Morris House, Morden Rd., S.W.19. Liberty 4656. [6701

1946 (May) Morris 10 de luxe sun saloon, black with brown leather, privately owned, very exceptional; £*59 10.—548, King St., Hammersmith, Riv. 2537-8. [6468

MORRIS TEN

ROYS AUTOMOBILES, Ltd., offer: 1954 Morris 10 open 4-str., in original condition, low mileage, one private owner, taxed, £225.—127, Parkway, N.W.1. Euston 2700. [6428

1939 Morris 10 de luxe saloon, excellent condition in every way; £445, exchanges, hire purchase.—B. & B. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [6096

1938 Morris 10 Club coupe, engine just re-bored, paintwork unmarked, very attractive looking car in outstanding condition; £415.—Peter Bantock Car Sales, 104, High Rd., Chiswick. Chiswick 2725-2870. [5655

595 ans.—Morris 10, November 1946, de luxe 4-door saloon, black, sliding head, brown leather, one owner, very good condition, terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6658

Morris Ten Cars Wanted

URGENTLY required, post-war series M Morris 10 saloon.

LYNE, FRANK & WAGSTAFF Ltd., 5-5 Crouch End Hill, N.8. Mountview 4401. [6801

I NEED post-war Morris 10 urgently.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day). [0748

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0668

MORRIS TWELVE

325 ans.—1939 Morris 12 saloon, new engine, mechanically perfect, body fair.—Autoimps, 2, Balham High Rd., Bal. 1509. [6537

1936 Series II Morris 12 de luxe saloon, engine completely overhauled, bargain £225.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725. [5605

1936 Morris 12 saloon, sound mechanically, body needs repair, £225.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [6695

£285.—1936 Morris 12.4 club coupe, in very good condition, including tyres.—Bray Motors, 160-164, West End Lane, N.W.6. Hampstead 6490. [5691

1937 Morris 12 saloon, very good condition throughout, £525; three months' written guarantee.—9/2, Upper Richmond Rd., East Sheen, Prospect 7520. [6550

£350.—Morris 12 saloon, one owner only, 55,000 miles, best example of this model we have seen since 1939.—Beardmore, 26, Queensway, Bayswater, W.2. Bayswater 0158. [5707

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0669

MORRIS FOURTEEN

£350.—Morris 14, 1936, 4-dr. sln., super original condition throughout, one owner, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat., 9-6. (Sods of Holland Park Tube.) [5681

FOR sale, 1937 Morris 14hp saloon, A.A. vetted, reasonable offer over £325 considered.—Pipparock Garage, Dorking 3891. [6620

MORRIS 14 4-door saloon, first registered March, 1937, one owner since new, just reconditioned back, in excellent all-round condition; £325.

FORGE GARAGE (PETERSHAM), Ltd., Petersham, Surrey. Ric. 1894. [5476

MORRIS SIXTEEN

SALE, Morris 16hp 1937 or exchange for smaller car, any make considered.—Wylde, Puncheston, Haverfordwest. [5974

MORRIS 16hp 1935 de luxe saloon, only run 7 years, overhauled, new battery, perfect condition, taxed; £180.—2, Sanderstead Avenue, N.W.2. [6619

MORRIS OXFORD

CAR MART, Ltd.

1949 Morris Oxford saloon, 15,000 miles, £1,150.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [6269

LAYTONS OF OXFORD offer:—

£1195.—1950 Morris Oxford saloon de luxe, finished in grey with light brown leather upholstery; one owner since new; low mileage; terms if required over 24 months.

LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3531. [6013

H. A. SAUNDERS, Ltd., offer:—

1950 Morris Oxford saloon, green with green leather upholstery, 9,000 miles; £1,245.

836.—842, High Rd., N.12. Hillside 0024. [6076

BROOKLANDS for Individuality.

1950 Morris Oxford saloon, maroon, speedometer reading 7,000.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8851-6. [5196

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Morris Oxford saloon, maroon with red leather, 9,000 miles; £1,195.—Radlett 6167. [5941

1950 Morris Oxford saloon, as new, 5,700 miles, £1,265.—Seward, Greenvoor 3926. [6601

1949 (April) Morris Oxford, green, beige, radio, 9,800 miles; £1,075.—Balham 1616. [6620

GOLDERS Green: H. A. Saunders, Ltd.—1949 Morris Oxford saloon, green beige, 12,000 miles; £1,099.—Below.

GOLDERS Green: H. A. Saunders, Ltd.—1950 Morris Oxford saloon, black crown 9,000 miles, guaranteed, £1,135.—144, Golders Green Rd. Spe. 6011. [6568

MORRIS OXFORD

JARVIS & SONS, Ltd., offer 1949 Morris Oxford saloon, green, an exceptional car, £1,165; also several 1950 models.—Morris House, Morden Rd., S.W.19. Liberty 4656. [6702

AVAILABLE to the trade, low mileage Morris Oxford.—Gerry Browne Motors, 55-57, South Edwardes Sq., Kensington, London, W.8. Temporary Telephone No. Western 2269. [0865

1950 (May) Oxford, black, brown leather, 12,000 miles, absolutely as new throughout; £1,099, exchange considered. Tel. Mountview 9758.—Turner, 17, Langbourne Mansions, Hillway, London, N.6. [6700

1950 (July) Morris Oxford saloon, green, green leather, 1 careful owner, 12,000 miles, latest cylinder head and modifications, really exceptional condition; £1,175, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 6274. [6244

Morris Oxford Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 5454. [0717

I REQUIRE post-war Morris Oxford urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (days). [0749

A MOST new Morris Oxford required, cash payment.—Morley, 54 Streatham Hill, S.W.2. Tulse Hill 4488. [0656

MORRIS TWENTY-FIVE

1939 Morris 25 saloon, guaranteed, £265; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7730. [5642

MORRIS SIX

CAR MART, Ltd.

1950 Morris Six saloon, 10,000 miles; £1,575.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [6710

ACLAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee:—

1950 Morris Six saloon, black, speedometer, 7,000 miles, new condition throughout; £1,295. [6496

1949 (Sept.) Morris Six saloon, radio and heater, black and beige hide; £1,250.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6458

1949 (Oct.) Morris Six saloon, radio, heater, covers, 15,000 miles, like new; £1,275.

BERTRAM COWEN, Hermitage Lane, Streatham. Tel. Pol. 2100. [6452

1950 Morris Six saloon, 4,000 miles.—Autoworx, Ltd., Winchester. Tel. Winchester 4852-3. [6050

GOLDERS Green: H. A. Saunders, Ltd.—1950 Morris Six saloon, maroon red hide, guaranteed; £1,250.—Below.

GOLDERS Green: H. A. Saunders, Ltd.—1949 Morris Six saloon, maroon beige, 6,544 miles, guaranteed, £1,195.—144, Golders Green Rd. Spe. 0011. [6509

MORRIS Six sal., 1950, April, mar mar hide, heater, new owner, 8,000 miles only; £1,350.—J. Davy, Kensington 1108. [6413

1200 miles.—1950 Morris Six saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [4567

1950 (May), Morris Six saloon, 5,000 miles, taxed yr. heater; £1,350.—Lockwood Automobiles, Walton-on-Thames 2824. [4564

1950 Morris Six saloon, 1,400 miles.—Green & Zonis, Ltd., 246-252 Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [6412

1950 saloon, black, H.M.V. radio, heater, loose covers, carefully serviced; £1,275.—Campbell Aymonds, Wembley 6262. [5501

1950 Morris Six 4,000 miles, absolutely as new; £1,350.—Sidney Maurice, Ltd., 25, Conduit St., S.W.1. Tel. Sloane 3557/6970. [4128

MORRIS Six sln., 1950, 9,000 miles, finished green with green leather upholstery, fitted heater.—Lamus, Ltd., Standard House, Southend Rd., Woodford. Buckhurst Wan. 0123 (8 lines). [6440

1950 Morris Six, black, brown leather, 7,000 miles only as new; £1,325.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [3141

MORRIS MISCELLANEOUS

1938 Morris 4-door saloon, one owner; £340.—Bowen, Hillside Garage, Edgware. Tel. Edgware 3464-5. [5605

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0579

Morris Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hamstead Tube). Ham. 6041. [0979

MORRIS wanted.—Smith's, 86 Chalk Farm Rd., N.W.1. Gul. 2767. [0924

CASH immediately for good Morris.—H. F. Edwards, 154, Gt. Titchfield St., W.1. [6527

POST-WAR Morris cars wanted urgently; mileage under 10,000; must be in very good condition.

OWNERS to—Marble Arch Motor Supplies, Ltd., High St., Watford. Tel. Watford 4491. [6396

JACK OLDING, Ltd., 8-10, North Audley St., W.1., Morris retailers, require cars in first-class condition. Mayfair 5242. [0634

CASH buyers of low-mileage Morris Minor, Oxford and Six; distance no object.—Hattons Lord St., Southport. Tel. 2268. [0798

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris from 1937 onwards. Wembley 8691/2. [0670

APPROACH us first before disposing of your Morris car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-3. [0568

Morris Spares and Service

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel.: Ilford 0561.) [0471

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morris Spares and Service

FOR Morris mudguards, running boards, 1930-46.—Brooks, 2 and 6, Frederick Place, Brighton 21147. [0594

Nash Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Nash from 1937 onwards. Wembley 8691-2. [0963

OLDSMOBILE

JOE THOMPSON (MOTORS), Ltd., offer:—

LATE model Oldsmobile convertible coupe with Rocket engine.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [9264

DISTRIBUTORS (RAWLENCE), Ltd., Sales, Service and Spares, Blindley Heath nr. Lingfield, Surrey. Tel. Lingfield 330-1.

1936 6-cyl. Oldsmobile saloon in exceptional condition; £375.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath nr. Lingfield, Surrey. [0113

1948 Oldsmobile saloon, 17,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3566. [6566

1947 Oldsmobile, left-hand drive, as new; £1,685.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6546

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0578

1949 model Oldsmobile Six de luxe 6-seater touring saloon, equipped at extra cost with hydromatic clutchless drive and latest type Rocket engine, superb example of one of America's finest post-war cars, beautifully finished in salvadore blue with the new frontal design consisting of air intake louvres, head lamps and parking lamps contained in one element, the very stylish bodywork with its full length chrome mouldings and waistline, push button door handles, etc., is literally without blemish whatsoever, interior upholstery and fittings are similarly immaculate, all instruments being centralized in one semi-circular cluster with control for built-in radio, heater de-misting, etc., mounted in separate panel, the enlarged curved windscreen and rear curved window have been designed to give the very maximum all round visibility for driver and passengers alike, general mechanical condition is undeniably superb, the new Rocket engine giving an effortless performance with steering, braking and suspension which defy criticism, discerning purchaser requiring very low mileage super luxury 6-seater car should not miss seeing and trying this Oldsmobile.

14 other post-war American cars in stock at

CAMDEN MOTORS, Lake St., Leighton Buzzard. Beds. Tel. 2041 (5 lines); hire purchase, part exchanges; free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. Monday to Saturday. [6291

Oldsmobile Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Oldsmobile cars.—Upper St. Martin's Lane, W.C.2. Tem. 3566. [6577

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Oldsmobile from 1937 onwards. Wembley 8691-2.

2- or 4-door Oldsmobile saloon, preferably right-hand steer, with hydromatic drive; state fullest particulars as to age, mileage, condition, owners, lowest price. Box 2626. [4072

OPEL

£185 —Opel Cadet late 1937 saloon, mechanically excellent, very good appearance; after 6 p.m.—2, Fillebrook Ave., Enfield 0068. [6625

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237, Brighton Hill, S.W.2. Tul. 3664. [0036

MAYNER MOTORS, Ltd., Opel distributors, buyers of all models.—1-6, Southampton St., Southampton. Tel. Southampton 3266, 4944. [0631

Opel Spares and Service

REPAIRS, new crown wheels and pinion, spares, reconditioned engines, suspensions etc.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [0245

MAYNER MOTORS, Ltd., distributors: Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266, 4944.

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, Opel Cadet crown wheels and pinions now in stock; quotations.—Stockwell Rd., S.W.9. Bri 6251. [0733

PACKARD

S. G. SMITH (MOTORS), Ltd., offer:—

1938 Packard coupe 34hp, grey with blue leather upholstery, low mileage and in truly immaculate condition; £485.

S. G. SMITH (MOTORS), Ltd., 15-19, East Dulwich Rd., S.E.22. New Cross 4444. [5743

JOE THOMPSON (MOTORS), Ltd., offer:—

1948 Packard saloon, colour blue, t.h.d., low mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [6128

1937 Packard 120, one private owner, 1948 condition.

GUY ALFREDS & Co., Ltd., 6-7 Warren St., W.1. Euston 5268.

1938 Packard 6, Tickford saloon, first-class condition; £575.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [6150

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex, Ealing 5400.

PACKARD sole concessionaires, offer a selection of approved late model Packard cars.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex, Ealing 5400. [0242

1947 Packard de luxe Clipper, right-hand drive, radio, etc., etc., beautiful car; £2,175.—Western 6015.

PACKARD

1937 Packard limousine, 34hp, double enclosed, 7 face forwards, cloth rear, leather front; £525.—Collomb's Car Sales, Maida Vale 5134 and 7833. [4096

PACKARD 26hp 1936 4-door saloon, original coachwork, engine recently overhauled by Packards; £275.—Lynch Garage (opp. G.P.O.), Uxbridge, Middx. Tel. 122. [5613

1938 (late) Packard 29.6hp 6-cylinder foursome Club coupe, streamlined steel roof, perfect after recent makers' overhaul, two spotlights, 12-volt Philco radio, five new tyres; £575.—Dundas Helm, Cadsden Farm, Princes Risborough. [5801

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Packard 8-cyl. 1938, fitted with very beautiful 2/4-seater fixed head coupe body, white with red leather, whose car indistinguishable from new. Flaxman 0052/7253/7154. [2619

1940 Packard 29.4hp saloon, registered July, 1940; this car has had one owner and is in exceptional condition throughout, the external finish is black with fawn cloth interior; the whole is fitted with heavy beige cord loose covers, and the whole is unmarked inside and out; five practically new tyres, and mechanically of a standard equal to a small mileage post-war car; £750.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 5075-6. [6097

A & S Limousines 1938/1939, partition, widest occasionals, black, selected carriages, certified mechanically, from £750.

ALPE & SAUNDERS (100 Limousines: Lists posted) 7, Providence Court, Grosvenor Square, Mayfair 2941. [6114

Packard Cars Wanted

CASH immediately for good Packard.—H. F. Edwards, 28, Upper High St., Epsom 9400. [0317

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard from 1937 onwards. Wembley 8691/2. [0671

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington, Kensington 4858. [0908

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionaires, require 1938-9 Packard cars for reconditioning.—Great West Rd., Brentford, Middlesex. Ealing 5400. [0191

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington, Kensington 4858. [0903

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionnaires, Packard Build-ings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0469

PLYMOUTH

SIMPSON'S MOTORS offer:—

1949 (first registered) Plymouth 2-door sedan, heater, seat covers, left-hand drive, colour beige.

1949 Plymouth 4-door saloon, heater, seat covers, immaculate car, left-hand drive, colour dark blue; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), Wembley 8691/2. [6096

PONTIAC

1938 Pontiac saloon, 29hp, £350.—Crown Garage, Albany St. (ad. Barracks), N.W.1. Tel. Euston 6507 and 1520. [2091

PONTIAC Streamliner Eight Series PB model (March, 1946), the fully automatic touring saloon equipped with hydromatic drive, built-in press button radio, air conditioning, automatic door lights, special low pressure tyres, etc., immaculate bodywork of the very latest design with wide horizontal chromed bars to front grille, front fender mouldings and gravel guards also in heavy chrome; interior upholstery and fittings the last word in supreme luxury, tailor made multi-plaid loose covers, over leather trimmed broadcloth, the whole car definitely in immaculate condition inside and out, total recorded mileage 18,160.

FOURTEEN other post-war American cars in stock at

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds (Tel. 2041); part exchanges, free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. Monday to Saturday; see our full page advert in this issue. [6292

Pontiac Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Pontiac cars.—Upper St. Martin's Lane, W.C.2. Tem. 3566. [6576

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac from 1937 onwards. Wembley 8691-2. [0672

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts.

JUBILEE MOTORS (1946), 12a, Mcleods Mews, Kensington, Tel. Western 1449.—Pontiac repairs and spares. [9247

Porsche Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs, etc., for the Porsche.—Tel. Ripley 2361. [0629

RACING CARS

COOPER 500, long distance tanks, 2 spare wheels and trailer, best offer secures.—Cambridge 4416. [6159

COOPERS GARAGE (SURBITON), Ltd., of Surbiton, Tel. Elm. 3546, are the sole concessionnaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. [0621

MAY, 1951, Cooper Mk. V long chassis, long-range tanks, 2 L.S. brakes all round, double master cylinders, C.W. 500cc and 1,100cc engine mountings and exhaust pipes, full pit equipment, including quick-lift jacks, chocks, low-loading trailer, pressure refuelling equipment, polished suspension B.R. green, used three times only, perfect condition; less engine £555.—Box 2817. [5854

RAILTON

A.1 MOTORS (LONDON) Ltd., for A.1 Railtons.—288, Leigrave Rd., S.W.1. Victoria 8285. [0333

RAILTON

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753. All models up to 1947, 17hp, 21hp, 26hp coupe, saloons, tourers. [5467

£295 —Railton drop head foursome, black, blue hide interior, £170 overhaul, a real eyeful at competitive figure.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480. [6767

Railton Cars Wanted

CASH immediately for good Railton.—H. F. Edwards, 28, Upper High St., Epsom 9400. [6518

ANONE MOTORS (LONDON), Ltd., 269, Belgrave Rd., S.W.1, always buyers of good Railtons. [3276

THOMSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-.—Portsmouth Rd., Cobham, Surrey. Cobham 2848. [0630

RENAULT

RENAULT cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656.

1950 Renault 760 4-door saloon, maroon with fawn cloth upholstery, 11,000 miles.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [6710

WELHAM'S RENAULT SALES SERVICE, Surbiton Hill Rd., Surbiton (Elmbridge 1873), offer:—

1939 12hp saloon reconditioned, black; £350.

1939 26hp 6-str. saloon, reconditioned; £550.

1939 Renault 8.3hp saloon, leather upholstery, mechanically sound, clean, above average condition; £550.—Box 2815. [0126

1949 Renault 8 4-door saloon one owner, beautiful little car at bargain price; £695.—A. E. Motors, Palmerston Rd., N.W.6. Mal. 4725. [5642

1950 (May) 760 Renault saloon, total mileage 5,200, mushroom grey, red upholstery, one owner; £880 lowest.—Dial House, Sunninghill, Tel. Ascot 164. [5951

748 model, engine not yet run in, special extras, radio, maintained by manufacturers, £825.—Offord (Renault Distributors), 154, Gloucester Rd., S.W.7. Fremantle 0051. [5516

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127

RILEY

DICKS

1936 Riley 1½-litre Kestrel saloon, special series engine; £450.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [7463

CAR MART, Ltd.

1950 Riley 1½-litre saloon, 12,000 miles; £1,695.

1946 Riley 2½-litre saloon, 21,000 miles; £1,195.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6264

TOM GARNER, Ltd., offer

1950 Riley 1½-litre saloon, green with green leather, radio, heater, 4,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [5906

WARWICK WRIGHT, Ltd.

1950 Riley 1½-litre saloon, black, red leather, radio, 5,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5621

BROOKLANDS for individuality.

1949 Riley 1½-litre saloon, maroon, heater, small mileage.

1948 Riley 2½-litre saloon, maroon, red leather.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351/6. [6141

HAROLD RADFORD & Co., Ltd.

1948 (Sept.) 2½-litre Riley saloon, black, with brown leather upholstery; speedometer reading 16,715 miles; fitted with new tyres; in exceptional condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [3113

BOON & PORTER, Ltd., distributors

1949 2½-litre, black; £1,750.

1947 2½-litre, black, £1,350.

1947 1½-litre, black; £1,150.

ALL the above have been serviced throughout and passed by us.

CASTLNAU, S.W.13 (By Hammersmith Bridge). Riverside 4444.

H. A. SAUNDERS, Ltd., Radlett, Herts.

2½-litre Riley, first registered in 1950, black with red leather, 16,000 miles; £1,675.—Radlett 6167. [5942

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Riley 1½-litre saloon, black, red leather, R.V.F., radio, 27,000 miles, one careful owner; £1,150.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [5450

GORDON CARS (LONDON), Ltd.—1952 Riley 1½-litre saloon, maroon.—Below.

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre saloon, ivory.—Below.

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1947 Riley 2½-litre saloon, black.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6355

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1949 Riley 1½-litre saloon, black, red leather, 9,000 miles, spare unused. R.I.P.C.O. Ltd., 16 Albemarle S., Mayfair, W.1. Regent 2952 3 1. [6529

1937 Model Riley 12hp Adelphi saloon, black, very well maintained; £475. FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [6685

1950 Riley 1½-litre ivory immaculate condition, low mileage, as new; £1,625. CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 8585. [6667

BEARTS of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5346.

1938 Riley 16 sports saloon, complete mechanical recondition 1950, seen Yorkshire; £495.—Box 2570. [6737

1949 Riley 1½-litre saloon, low mileage.—Autowork, Ltd., Winchester, Tel. Winchester 4854 5406. [6051

RILEY 9 1935 model, taxed year, good condition, very good, uses no oil; £210.—Dunne, Ye Olde Chantry, High St., Billericay. Tel. 419. [5820

1950 1½-litre Riley saloon, radio, 8,000 miles.—British & Colonial Motors, Ltd., Upper St., Martin's Lane, W.C.2. Tem. 3566. [6565

1949 2½-litre Riley saloon radio, in beautiful condition; £1,595.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [5150

ROYS AUTOMOBILES, Ltd., offer 1950 model (Nov., 49) Riley 2½-litre sports 2-3-seater, low mileage; £1,450.—127, Parkway, N.W.1. Euston 2700. [4671

1948 Riley 2½-litre, immaculate condition; £1,350; terms, exchanges.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2286. [6601

RILEY 2½-litre, covenant just expired, mileage under 1000, car only used 3 months, condition as delivered.—Cairns, Tel. Bridgeton 1922 (Glasgow). [6007

£175—1935 12hp 4-cyl Riley Falcon saloon, body-work requires attention, mechanically perfect.—Monahan Motors, 258, London Rd., West Croydon. [4765

GOLDERS GREEN.—H. A. Saunders, Ltd., 1949 Riley 1½-litre saloon, black brown, low mileage, guaranteed; £1,350.—144, Golders Green Rd. Spe. 0011.

RILEY 1½-litre saloon, registered 22.11.47, black cellulose, chauffeur maintained, excellent tyres; £1,050.—Halfpenny's Garage, Sunningdale, Berks. [6010

RILEY 12 saloon (Mentone) in first-class condition, finished in grey, red leather upholstery; £220; terms.—Derby Motor Co., 125, Woods Lane, Derby. Tel. 5549. [6254

1946 Riley 1½-litre saloon excellent throughout, push-button radio, taxed; £995.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 5408. [5625

RILEY Imp, superb condition mechanically and bodywork, completely rebuilt by enthusiast, any trial, inspection.—English, 16, Nuneham Sq., Abingdon, Berkshire. [5980

£995—1947 1½-litre Riley saloon, black, brown leather interior, nominal mileage, in very good condition throughout, definitely the cheapest Riley offered today, terms, exchanges.—BIRKETT MOTORS, Ltd., 121, Barking Rd., E. Ham. Grangewood 4814. [6095

1948 Dec. Riley 2½-litre saloon, export model, 1hd., ivory and black, red leather, 12,000 miles, in excellent condition; £1,250.—Dobsons, Ltd., Riley Agents, Staines, Middx. Tel. 601. [6158

RILEY 2½-litre saloon, 1948, 12,000 miles, finished maroon with red leather upholstery, radio and heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0125 (8 lines). [6441

1938 Riley 16hp Blue Streak sports saloon, excellent mechanically, good tyres, interior outside bodywork needs attention; £400.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [5809

ANTHONY CROOK offers 1948 Riley 2½-litre four-door saloon, black, Masterado car radio, 100hp engine, very good condition throughout.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey. Tel. Caterham 2232-3. [6591

£1575—15,075 miles, looks 5,000, Riley 1½-litre 1949 saloon, black, heater, Rimbellishers, wing mirrors, mascot, replacement tyres as new, genuinely spotless.—Whiteside, The Gables, St. Helens, Lancashire. Tel. 5440. [5498

2½-litre Riley 3-seater, first registered November 1949, 2,000 miles, beige leather, 20,000 genuine miles, mechanically perfect, any trial, new car arrived.—J. Stefani, Danes House, Knole Lane, Brentry, Bristol Tel. Westbury on Trym 63641. [5800

1939 (June) Riley 1½-litre 12hp foursome drop head coupe, newly recellulosed battleship-grey with new hood to match, blue leather upholstery, recently overhauled, practically new tyres all round, runs and looks like a post-war car; trade enquiries welcomed.—MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [4599

475 ans.—Riley, 1957 model, 1½-litre Kestrel Sprite 4-door sports saloon, dark brown, sliding head, tinted weather protector, Scintilla magneto, carefully used, excellent condition, terms, exchanges; list; open 9-2 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6659

1950 Riley 2½-litre saloon (reg. Nov., 1949), black with green leather, 9,000 miles, as new; £1,650; 1950 (May) Riley 1½-litre saloon, maroon with beige leather, 5,000 miles, as new, £1,650; 1948 (March) Riley 2½-litre saloon, black with all red leather, H.M.V. radio, 12,000 miles, perfect, £1,625.—Gibsons Sports Cars (Xshurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6165

Riley Cars Wanted

CASH WANTED for Riley 1½-litre saloon, 1948 to 1950 model, must be in perfect condition.—Box 2571. [6738

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 5454. [0669

ROWLAND SMITH'S the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0565

Riley Cars Wanted

ANY type 9, 1929-34.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [5666

PRIVATE buyer requires pre-war Riley Kestrel 1½-litre saloon, in good condition.—Box 2968. [6735

CASH buyers of low-mileage 1½-litre Rileys; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

C. A. PETO, Ltd., 42, North Audley St., W.1, require Riley cars in first-class condition. Mayfair 5051.

BRITISH & COLONIAL MOTORS, Ltd., require good Riley cars.—Upper St. Martin's Lane, W.C.2. Tem. 3566. [6572

BLAKES, Riley distributors, will purchase any non-covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

APPROACH us first before disposing of your Riley car.—Tankard & Smith, Ltd., 194-196, Kings Rd., S.W.3. Flaxman 4801-3.

URGENTLY required, 1946-9 1½-2½-litre saloons.—Rex Neate, Riley Specialists, Shambleharst Lane, Botley, Southampton. Tel. Botley 132. [6060

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6708

URGENTLY required, low-mileage 1947-50 Riley 1½- or 2½-litre saloon.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1697

ROSE & YOUNG, Ltd.—Wanted, small mileage 1½- or 2½-litre Riley, 1950 model if possible.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8162. [2974A

Riley Spares and Service

ARCOT MOTORS Ltd.

ARCOT MOTORS Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0058

BOON & PORTER, Ltd.,

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

PRE-SELECTOR gear boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2951. [0781

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited, send your engines for complete overhaul by specialists.—Moss's Agencies Ltd., High St., Leamington Spa. Tel. 67. [2590

ROLLS-ROYCE

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LTD.,

ROLLS-ROYCE specialists 40 years.

1936 30hp Young fixed head coupe.

1935 25hp Gurney Nutting sports saloon.

1935 25hp Tickford.

1934 25hp Thrupp & Maberly drop head coupe.

1933 25hp Park Ward saloon with division.

1933 25hp Freestone & Webb coupe.

1933 25hp Gurney Nutting coupe.

1933 40-50hp with van type body.

PADDON BROS., Ltd., 60, Cheval Place, London, S.W.7. Kensington 9477. [6617

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CAR MART, Ltd.

1949 Rolls-Royce Silver Wraith foursome drop head coupe by Gurney Nutting, 15,000 miles; £6,250.

1948/9 Rolls-Royce Silver Wraith razor edge sports saloon by Freestone & Webb, 12,000 miles, £6,150.

1938 Rolls-Royce 25/50hp 7-seater limousine by Thrupp & Maberley, 6 months' guarantee; £2,850.

1937 Rolls-Royce 25/50hp Park Ward saloon, 6 months' guarantee; £2,195.

CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [6265

FOX

OFFICIALLY appointed Rolls-Royce and Bentley Retailers. Special retailers of H. J. Mulliner coachwork; offer the following from their specially selected stock:—

1949 sports saloon on Rolls-Royce chassis, black with beige leather, recently overhauled, immediate delivery.

H. A. FOX & Co., Ltd., 5/5, Burlington Gardens, Old Bond St., London, W.1. Tel. No. Regent 7687.

FOX

FRANK DALE offers:—

1935 Rolls-Royce Phantom II 40/50hp T.A. series limousine de ville by Hooper, 7 seats, black, new tyres, beautifully maintained.—66, Princes Gate Mews, Exhibition Rd., S.W.7. Ken. 6860. [6872

PARK WARD & Co., Ltd.,

OFFICIAL Rolls-Royce retailers.

OFFER slightly used Silver Wraith cars; details on application.

PARK WARD & Co., Ltd., 473, High Rd., Willesden, London, N.W.10. Tel. Willesden 0015. [6684

ROLLS-ROYCE

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JACK BARCLAY, Ltd.,

LARGEST official retailers of Rolls-Royce and Bentley; stock list of used models on request to—

12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.

JACK BARCLAY, Ltd. [0065

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HOFFMANNS GARAGE, Ltd.,

HUDDERSFIELD Road,

HALIFAX.

GREAT BRITAIN'S leading specialists in Rolls-Royce and Bentley cars.—

PROUD Members of the Swain Group.

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NATIONAL motoring organisation,

ROLLS-ROYCE Phantom III saloon with division by Barker, slate grey, grey leather.—Ref. H.6163.

ROLLS-ROYCE Wraith 2-dr. razor-edged sports saloon by James Young, black with natural hide.—Ref. H.7002.

ROLLS-ROYCE 25/30 sedanca de ville by Hooper, black with dark blue leather and beige cloth.—Ref. H.5551.

ALL cars carry our unique six months' guarantee, unless otherwise stated at time of purchase, please write or 'phone for details to:—

HOFFMANNS GARAGE, Ltd.,

HUDDERSFIELD Road,

HALIFAX, Yorkshire.

TEL. Halifax 5944. [0126

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RIPPON BROS., Ltd.,

NORTHERN Rolls-Royce Specialists since 1905.

1938 touring saloon by Rippon, black with Air Force blue leather upholstery, good condition.

1936 Phantom III special sportsman's coupe by Rippon, finished black.

1936 (Nov.) 30hp touring limousine by Rippon.

1934 26hp 4-door sports saloon by Hooper.

YOU can buy with confidence from the largest distributors.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sheffield. [0505

R. C. MORTLAKE, offers:—

1934 25hp Rolls-Royce, Barker sports coupe; £1,095.

1934 25hp Rolls-Royce Hooper saloon with division, one titled owner; £995.

1933 25hp Rolls-Royce, owner-driver saloon, division; £675.

1933 25hp Rolls-Royce Freestone & Webb sports coupe; £1,095.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30, Arnold 4604. [5598

JACK OLDING, of Mayfair, offer:—

1939 Rolls-Royce Wraith Park Ward saloon, dark blue, 35,000 miles.

1938 Phantom III Rolls-Royce owner driver saloon, with division, by Barkers, black with beige leather, 36,000 miles.

1938 25/30 enclosed drive limousine, by Windover, black, cloth to rear and leather to front, 18,000 miles.

1937 25/30hp Rolls-Royce 4-door saloon, by Hooper, black with blue leather and fawn cloth.

1937 Phantom III Rolls-Royce owner driver enclosed limousine de ville by Windover, black cloth and leather.

1937 Phantom III Rolls-Royce enclosed drive limousine, by Park Ward, black.

1936 Phantom III Rolls-Royce razor edged sports saloon, by H. J. Mulliner, black with grey leather.

1934 Rolls-Royce 20/25hp foursome drop head coupe, by Thrupp & Maberley, black with beige leather.

DELIVERY of new and used cars quoted on application.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [6174

PERFORMANCE CARS.—See our advertisement under Sports Cars. [5726

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

1936 Rolls-Royce 20/25 Windover touring limousine, blue, moderate mileage, unmarred, immaculate condition; £1,650. [6406

A & S Offer Rolls-Royce Saloons with known history (Certified mechanically). Below.

OWNER-DRIVER 25hp/1956 Sports 4-door Freestone owner-driver Saloon, leather, capacious boot, mileage 57,000, exceptionally attractive.

OWNER-DRIVER 30hp/1937 Family 6-seater 4-door black Saloon, leather, meticulously maintained, mileage 43,000.

OWNER-DRIVER 1937 Phantom III Hooper partitioned black Saloon, radio, roomy boot, 6-wheels, disc, mileage 38,000, good history, excellent condition. Seen.—Alps & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [6112

1936 Rolls-Royce 25/30, Tickford type body, wonderful chassis, 7 seats, no division, £1,150.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [6151

1932 Park Ward saloon, 20-25hp, very good condition, any examination or trial; £200, taxed.—Tel. Cunningham 1191. [6816

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1939 (Nov.) Rolls Wraith 6-light sports saloon, with electric division by Freestone & Webb, two-toned grey with grey leather upholstery, speedometer reading 63,000 miles.

1937 (Feb.) Rolls-Royce P.III, owner-driver, sunshine roof, speedometer reading 50,000 miles.

1936 (June) 20-25 Rolls-Royce sports saloon by Park Ward, unused since complete overhaul.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5100

MASCOT MOTORS, Ltd., offer the following:—

1935 40-50hp T. & M. special sporting open tourer.

1935 25hp Freestone & Webb sports saloon.

1935 25hp Park Ward sports saloon.

1934 25hp Park Ward 4-light saloon.

1933 25hp Freestone & Webb foursome coupe.

1933 40-50hp H.J.M. sports saloon with division.

1932 40-50hp short continental sports saloon.

1930 25hp Arnold saloon with division.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 257, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1281-2. [6606

1931 Rolls-Royce Vincent's 5-seater saloon; £350.

WARD MOTORS, Bursledon Rd., Southampton. Tel. Bursledon 385. [5491

1934 Rolls-Royce 20-25 sports saloon by Windover, complete history, 78,000 miles; £1,425.—Wimbush and Co., Ltd., Abbey 6896. [6133

ROLLS-ROYCE Phantom III sportsman's saloon, must be in first-class condition.—Box No. 3197, Mundy, Gilbert & Truman, 86, New St., Birmingham. [5860

1936 Rolls-Royce 20-25 Barker saloon, swept tail, black, privately owned, £1,500, exceptional.—Wood, 20 Cross Deep, Twickenham, Popesgrove 4566. [6797

ROLLS-ROYCE 26hp 7-seater limousine (black), body by Thrupp & Maberly, fitted low modern appearance, modern wings, first registered 9.6.32; nearest offer to £1,000; also

ROLLS-ROYCE 7-seater limousine, 1930, brown leather inside, black aluminium body, 1935 engine, 25 hp, right-hand gear change; price £250; also

ROLLS-ROYCE close couple foursome with occasional 4 seats, Dunlopillo upholstery, body by Mann Egerton, body of car leather on aluminium, Marchelle headlamps, Lucas spotlight, two spare wheels, Ace discs, colour outside black, first registered 1.10.1927; price £275.

JOHNSON, 109, Egerton Rd., Fallowfield, Manchester, 14. [6527

ROLLS-ROYCE Replica drop head foursome coupe, in unusually good condition, first-class engineer's report; £925.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [5950

1930 25hp Rolls-Royce Sedanca de Ville by Barker, black with brown upholstery, division, £525.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [4164

1936 25/30 Rolls-Royce Hooper owner-driver saloon with boot, no division, black/brown.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557-6970. [1225

1937 Rolls-Royce Phantom III, 7-passenger limousine in really immaculate condition, inside and out.—Broadway Motors, 67, High St., Hounslow, Tel. 0175. [6096

1933 20/25hp Rolls-Royce 4-door sports saloon, finished black with blue hide upholstery, small mileage, in faultless condition throughout; this car can be viewed at:—

F. W. APPERLEY & SONS, Ltd., Automobile and General Engineers, Rowson St., Wallasey, Cheshire. [6455

1933 Rolls-Royce owner-driver saloon, Park Ward body, excellent condition; £995.—Clayton Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6541

1930 Rolls-Royce limousine, one private owner, 59,000 miles, not licensed since 1939, division forward occasional seat; £695.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [5487

20/25 hp Rolls-Royce owner-driver de luxe saloon, body by Hooper, an immaculate car throughout; £1,250; terms, exchange.—Moreton Garage, 61, Albert Embankment, S.E.11. Reliance 4016. [5106

CONTINENTAL Phantom II 4-door saloon, excellent condition, new loose seat covers and new tyres, dark green; £650.—Potter Richard & Carr, Kensington 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [6712

1938 Rolls-Royce Phantom III full razor-edge H. J. Mulliner sedanca, immaculate condition, electric division, radio, heater, occasionals, all maintained by Rolls-Royce agents, 60,000 miles, solid tappets, exchanges and terms.

SWANMORE CAR SALES, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [6665

ROLLS-ROYCE 29.4hp limousine, 2 occasional seats, disappearing division, either owner or chauffeur driven, H. J. Mulliner body, black, one owner only, mileage under 52,000, 2 spare wheels; owner taking delivery new Bentley.—Box 2819. [5859

1933 Rolls-Royce 25 4-door sports saloon, with boot, black with grey leather, excellent condition, good tyres, 2 spares, Dunlop Fort, Ace discs, heater, body by Windover, any trial; £1,000 or near offer.—Duchesne, Wimborne, Dorset. Tel. 108. [5922

1936 Phantom III Rolls-Royce fitted with four-door, four-light enclosed drive limousine body with semi-swept line, by James Young, winding division, face forward seats, colour black with blue leather upholstery throughout.—Kensington 4035, 8 a.m. to 5 p.m. [5305

ROLLS-ROYCE

A & S (Limousine Specialists) display exceptional swept tail Limousines. (Rolls-Royce history.)

LIMOUSINE 1932 Park Ward, partition, black, occasionals, discs, synchromesh, opportunity, £565.

LIMOUSINE 1934/35 Barker, Hooper, partition, widest of occasionals, black.

LIMOUSINE 1936 Windover 25hp, partition, swept tail, widest occasionals, black, immaculate.

LIMOUSINE 1937 Thrupp 30hp, swept tail, widest occasionals, partition, black, genuine mileage 8,000 only.

LIMOUSINE 1937 Park Ward 25/30, partition, widest of occasionals, discs, black, immaculate.

LIMOUSINE 1939 Wraith 30hp Double Enclosed H.J.M., black, delightful condition, 35,000.

LIMOUSINE 1939 Wraith 30hp Park Ward, widest occasionals, black, partitioned, swept tail, leather, 44,000, reasonable cost.

PHANTOM II Barker Limousine, 51,000, partition, black, widest occasionals.

PHANTOM III Limousine 1937 (Show model) Double Enclosed Windover, widest occasionals, black, mileage 57,000, carefully maintained, magnificent carriage.

ALPE & SAUNDERS always purchase Rolls-Royce (100 selected Limousines displayed). Providence Court, Grosvenor Square. [6111

Rolls-Royce Cars Wanted

SUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies, London office, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmann's Garage Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516

CM

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1. Euston 1212. [0970

J. MARSHALL

WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0488

TO Rolls-Royce and Bentley owners.

WE have a number of clients requiring used Rolls-Royce and Bentley cars; if you have a late model of either of these cars for disposal, we shall be interested to receive details.

JACK BARCLAY, Ltd.,

OFFICIAL Retailers of Rolls-Royce and Bentley.

12 15 St. George St., Hanover Square, W.1. Tel. May. 7444. [0769

ROLLS-ROYCE 20-25 saloon wanted, 1932-35.—Full particulars please to Box 2981. No dealers. [6746

ROWLAND SMITH'S, the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WANTED.—25 or Phantom II utility brake or tourer for conversion, perfect chassis.—Apply Banner, South Pier, Southsea. [6561

A & S always purchase modern 25/30hp Saloons, preferably with boot, also require 25/30 hp Limousines 1935/1948.

A & S urgently need Phantom II also Phantom III Saloons and Limousines, prompt attention assured, Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair 2941. [6272

THE BASINGSTOKE MOTOR Co. purchase 20/25 R.W.B., 20/25, 25/30, Phantom III, any coachwork considered.—By-Pass Rd., Basingstoke. [0046

BROADWAY MOTOR Co. require elderly Rolls-Royce cars, particularly 21.6hp and 25.3hp types.—3-13, Russell Rd., Wimbledon. Liberty 2494. [0017

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3562. [0065

RIPPON BROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers wish to buy good late model Rolls-Royce.—Huddersfield 4530 (5 lines). [0015

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lovfield Heath, nr. Crawley, Sussex, Crawley 437. [9696

ADVERTISER would like to purchase drop head coupe A Rolls by Gurney Nutting or would consider pretty sports saloon, date not important as condition.—Clare Court, Wokingham, Berks. [5918

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Rolls-Royce and Bentley retailers, are interested in the purchase of Rolls-Royce cars in first class condition. Mayfair 5242. [0815

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mar. 6266. Service, works and stores: 12, Wellesley Ave., W.6. Ave. 1415. [0597

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models.

WORKS.—Lonsdale Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS: 19, Berkeley St., W.1. May. 6266.

SPARE parts

SERVICE: 12, Wellesley Ave., W.6. Riv. 1415. [0614

MERCHISTON MOTORS, specialists for Rolls-Royce and Bentley.—Works Director, Wilkie Wilkinson, 12-15 Merchiston Mews, Edinburgh, 11. Tel. Jubilee 2785. [3940

RONALD KENT (COACHBUILDERS), Ltd. specialise in Rolls-Royce coachwork renovations, repairs or complete restyling.—Coalwarf Rd., W.12. 2 bedsheet's Bush 2251. [0445

Rolls-Royce Spares and Service

CENTRAL GARAGE, Croydon, specialists in servicing, complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage, Tel. Cro. 7464. [1997

H. A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works, 212, New Kings Rd., Fulham, London, S.W.6. Tel. Renown 3866. [0446

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months, for the above models, full repair service at reasonable charges, also wheels, tyres, etc.—Cumpton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3562. [0064

ROVER 10

1946 Rover 10 de luxe saloon, immaculate unmarked vehicle; £965.—Below.

1939 Rover 10 de luxe saloon, a rare motor in immaculate condition, £765.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [6101

CAMDEN MOTORS, Rover 10 see selection on full page advert. on page 63 in this issue.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [6296

11000 miles.—1947 (Oct.) Rover 10hp saloon, black, brown leather.—Ernest Sutton, Tel. Route 4. (Trade only.) [6359

£425 —1938 Rover 10 4-door de luxe saloon, excellent condition, a bargain.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt 1107-8-9 [1574

ROVER 12

DICKS.

1937 Rover 12 saloon, recent overhaul, very good tyres; £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [6547

BROWN'S for Rovers.

1939 Rover 12 saloon de luxe, pressed steel wheels, excellent condition; £625.—Brown's Garage, Loughton (Essex), 4119 (Tube). [2090

CAMDEN MOTORS, Rover 12, see selection on full page advert. on page 63 in this issue.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [6297

1947 Rover 12 saloon, black and brown leather, low mileage, heater, excellent condition throughout; £1,150.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [5686

GOLDERS GREEN.—H. A. Saunders, Ltd. 1947 Rover 12 saloon, black/brown hide, low mileage; £1,150.—144, Golders Green Rd. Spe. 0011. [6511

ROYS AUTOMOBILES, Ltd., offer 1935 Rover 12 sports saloon, in excellent condition, taxed; £225.—127, Parkway, N.W.1. Euston 2700. [6427

ROVER 14

DICKS.

1940 Rover 14 saloon, reconditioned engine, genuine car; £775.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [6549

BROWN'S for Rovers.

1938 Rover 14hp sports saloon de luxe, wheel discs, exceptional condition; £625.—Brown's Garage, Loughton (Essex), 4119 (Tube). [2089

1935 Rover 14 saloon, black, brown leather upholstery, 269ynte.

RAYMOND WAY of Kilburn, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6044. [6833

CAMDEN MOTORS, Rover 14, see selection on full page advert. on page 63 in this issue.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [6296

269 gns.—1936 Rover 14 sports saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [6579

1939 Rover 14, immaculate condition; £725.—Silverthorne Motors Ltd., 1013, Finchley Rd., N.W.11. Meadway 2286. [5630

14 hp Rover sports saloon, colour green, new January 1939, one owner, general condition good, can be inspected by appointment; offers to—Box 2695. [4457

1939 Rover 14hp saloon, grey, recently overhauled engine and body, good condition, only run as family car by advertiser's wife; £695.—Tel. Bay. 7407. [5462

1939 Rover 14 saloon de luxe, fitted discs, demister, immaculate condition; £700.—Treave Cottage, Carnon Downs, Truro, Cornwall. Stock 209. [6459

£265 —1936 Rover 14hp sports saloon, black, red hide interior, taxed, excellent tyres.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5689

£625 —1938 14hp Rover 4-door Tickford folding head saloon, 35,000 miles, one owner, spotless.—Le Grice Ellery Ltd., 9-, Old Broompion Rd., South Kensington, S.W.7. Kensington 2477. [5553

1938 Rover 14 sports saloon, pressed steel wheels, immaculate condition, a rare motor; £665; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [6102

195 gns.—Rover 14, 1934 (registered 1935), foursome coupe, black, maroon leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6661

ROVER 16

CAR MART, Ltd.

1947 Rover 16hp 4-litre sports saloon, heater, 6 months' guarantee; £1,525.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6264

1947 Rover 16hp, in perfect condition; offers over £1,175.—Tel. Taunton 4756. [6426

CAMDEN MOTORS, Rover 16, see selection on full page advert. on page 63 in this issue.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [6296

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 16

1939 Rover 16 saloon, black, brown leather, in excellent condition throughout; £655.—Wordsworth 5401. [6815

ROVER 16hp 1947 (May), excellent condition; £1,250 or near offer.—Mattock, 67, Regency St., Westminster, Tel. Vic. 5211. [5922

1938 Rover 16hp 4-inch sports saloon, just completed overhaul costing approx. £150, 4 new tyres, thoroughly recommended.—

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [6709

1939 Rover 16 sports saloon, superb condition in every respect, £765, exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [6100

1947 (Aug.) Rover 16 sal., green, Tyrian Plaid loose covers, H.M.V. radio, heater, 20,000 miles, exc. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [6059

BRUTONS, Ltd.—1938 Rover 16 sports saloon, grey, blue interior, reconditioned at cost of £200 fog lamp bar, good tyres, taxed year.—15-14, Osten Mews, Emperors Gate, S.W.7. Western 1242 [6640

1947 (June) Rover 16hp sports 4-litre saloon, black, brown hide, 24,000 careful miles, internally unmarked, new tyres; £1,275; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay 4274. [6241

ROVER 75

CAMDEN MOTORS.—Rover 20, see selection on full page advert. on page 65 in this issue. [6300

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [6300

1938 Rover 20 sports saloon, black with radio; £575.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [5135

ROVER 60 & 75

CAR MART, Ltd.

1949 Rover 75 saloon, radio, heater, 16,000 miles; £1,825.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [6267

H. A. SAUNDERS, Ltd., offer:—

1949 Rover 60 saloon, grey with blue leather upholstery, radio, etc., 10,000 miles; £1,495.

836 842, High Rd., N.12. Hillside 0024. [6066

GORDON CARS (LONDON), Ltd.—1950 Rover P4 saloon, green.—Below.

GORDON CARS, 573, Euston Rd., London, N.W.1. Euston 6611. [6556

1950 Rover P4 saloon, 10,000, perfect condition; £2,150.—Bareham, Bury St., Eds. Tel. 533. [6488

8000 miles.—1950 (June) Rover 75 model P4 saloon, dark green.—Ernest Sutton, Tel. Rosate 4. (Trade only.) [6362

1950 Rover 75 P4 saloon, pale blue, blue leather, Regency loose covers, heater, 5,500 miles, spare unused, one owner.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2552-3-4. [6525

ROVER P4 saloon, February, 1950, finished pea-green, leather upholstery, 4,700 miles, written guarantee, immaculate condition; £2,395.

APPLEYARD OF LEEDS, Ltd., North St., Leeds, 7. Tel. Leeds 32751. [5673

OFFORD have available a 1948 (July) 75 in suede green, one owner, brand new tyres; £1,595.—54, Gloucester Rd., S.W.7. Fremantle 0051. [5511

1948 (July) Rover 60 sal., black, grey leather, radio, 11,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [6038

DUNHAM & HAINES, Rover distributors.—October, 1948, Rover 75 saloon, 17,000 miles only, carefully maintained, fitted radio and heater.—Dunham & Haines, Luton 2100. [5906

CAMDEN MOTORS Rover 75 saloon (Nov., 1948), green with green leather, loose covers, heater, etc., one wealthy private owner, serviced every 2,000 miles by Rover distributors, total recorded mileage 16,140, looks less; £1,575; choice of three others, one black, one red, one grey, also 50 other Rovers all

CAMDEN MOTORS, Lake St., Leighton Buzzard Beds. Tel. 2041 (5 lines); hire purchase, part exchanges, free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. Monday to Saturday; see our full page advert. in this issue. [6290

1948 (Nov. 26th) Rover 75 six light saloon, black, red leather, H.M.V. push-button radio, heater, rim-bellidulet, taxed Dec., original tyres (all very good), spare unused, mileage 16,900, the whole car internally and externally brand new, not a blemish anywhere; £1,625; six months' written guarantee; trade enquiries welcomed.

MCKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 5404. [6017

LAND-ROVER

HARVEY, HUDSON, Ltd., offer:—

1950 (April) Land-Rover, 10,000 miles, special fittings include road tyres, heater, fitted carpets, N.S. Perspex windows in hood, metal reinforced panels in hood, fine condition.

1949 (Sept.) Land-Rover, 11,000 miles.

1948 (Nov.) Land-Rover, 18,000 miles.

AND others.

HARVEY, HUDSON, Ltd., South Woodford, E.18. Wanstead 0056. [6472

LAND-ROVER 1948, 18,000 miles, exceptional condition, fitted with smooth tread car tyres, hood with transparent side panels, light rear springs specially adapted for towing caravans and trailers; terms.—Harvey Hudson, Ltd., 8th, Woodford, E. 18. Wanstead 0056. [5865

Land-Rover Cars Wanted

HARVEY HUDSON, Ltd., wish to buy Land-Rovers.—8th, Woodford, E.18. Wanstead 0056. [5864

ROVER MISCELLANEOUS

BEARTS, of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5346

R. P. POWELL MOTORS, Ltd., for Rover Cars.—Main East London agents, 521 Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701

ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843)

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Road (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents.

ROVER '57, well maintained, and engine recently reconditioned by Rover Co; £545 or near offer.—Barnet 4969. [6727

Rover Cars Wanted

CMT.—THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 5454. [0991

HENLY'S, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT WEST RD. Ealing 5477.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLY'S, Ltd., England's Leading Motor Agents. [0030

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.,

URGENTLY wanted, good condition pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242

CASH immediately for good Rover.—H. F. Edwards, 28, Upper High St., Epsom 9400. [6319

1950 Rover P.4 saloon required.—Turnbull, Ross House, Station Hill, Winchester. [6060

POST-WAR Rover cars wanted urgently; mileage under 10,000; must be in very good condition.

OFFERS to:—Marlow Arch Motor Supplies, Ltd., High St., Watford. Tel. Watford 4491. [6359

ALMOST new Rover required; cash payment.—Morley, 54 Streatham Hill S.W.2. Tulse Hill 4488. [0650

BRITISH & COLONIAL MOTORS, Ltd., require good Rover cars.—Upper St. Martin's Lane, W.C.2. Tem. 3586. [6565

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [0816

BLAKES Rover agents, will purchase any non-covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622 [7756

ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1295. [0464

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Rover from 1937 onwards, Wembley 8691-2.

ROVER saloon wanted, 10 or 14hp, 1937 to 1948.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Tel. Streatham 8638 [5153

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75, distance no object.—Hattons, Lord St., Southport. Tel. 2268 [0800

ALBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75 Manningham Lane, Bradford. Tel. 28827-8. [0215

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2.

DAVID ROSENFIELD, Ltd., Rover distributors are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

RAYMOND WAY, the hire-purchase specialists are still buying pre-war Rovers, any model, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6041 (7 lines). [0671

ROVER wanted.—Wanted privately pre-war Rover preferably a sports saloon, must be original condition; a high price paid.—Lee Green 4555, or Advertiser, 1, Belmont Hall Court, Lewisham, S.E.13. [4165

Rover Spares and Service

DRY'S GARAGE, Ltd., Kenton Rd., Kenton. Rover main agents.—Sales and service: Wordsworth 1143.

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—521, Romford Rd., Forest Gate, E.7 Maryland 4818-9. [0403

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire, very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2502 [6555

SINGER

DICKS.

1947 Singer 10 saloon, very carefully used; £695.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6689-9. [2444

CAR MART, Ltd.

1948 Singer 10hp saloon, 6 months' guarantee; £725.—Cart Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [6261

H. A. SAUNDERS, Ltd., offer:—

1950 Singer S.M. 1500 saloon, black with beige leather upholstery, 6,000 miles; £1,245

836 842, High Rd., N.12. Hillside 0024. [6065

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £745.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield, Howard 1631. [8252

1950 Singer S.M. 1500 saloon, black, pigskin upholstery, 10,000 miles, immaculate; £1,225.—Below.

1949 Singer 10hp saloon, Whitehall grey, maroon upholstery, 10,000 miles, as new; £795.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [1419

SINGER 1500 sal., 1950 Mar., Comet blue, beige hide, one owner, 9,000 miles only; £1,175.—J. Davy, Kensington 1108. [6416

GOLDERS Green: H. A. Saunders, Ltd.—1956 Singer Le Mans, blue, guaranteed; £500.—144, Golders Green Rd. Spe 0011. [6512

SINGER 12, 1937, new engine, tyres, battery, 1947, 4,500 miles; 350gns.—Mann, 18, Church Lane Drive, Hooley, Coulsdon, Surrey. [5800

1946 (December) Singer roadster, 4-seater, colour red, excellent condition; £545.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [6104

265 gns.—Singer Bantam (August 1939) 9hp de luxe saloon, dark green, sliding head, leather upholstery, good condition; terms, exchanges.—Rowland Smith, below:—

195 gns.—Singer 9 (Sept. 1937) sports coupe green and black, sliding head, green leather; terms, exchanges.—Rowland Smith, below:—

145 gns.—Singer 9, 1935 model, sports 4-seater, red, new leather, large instruments, good condition; terms, exchanges.—Rowland Smith, below:—

750 gns.—Singer Super 10 (1949) de luxe 4-door saloon, maroon, sliding head, carefully used, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6452

1940 Singer super 10 saloon de luxe, black with dark beige upholstery, in perfect condition throughout, £595.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [6140

1937/8 Singer Le Mans, genuine, superb condition throughout; 7 perfect tyres, spare Scintilla mag., many extras, taxed, Dec., £375.—Kaybish, Five Oak Green, Tonbridge, Paddock Wood 155. [5798

1950 Singer SM 1500 saloon, finished in dove grey, leather upholstery, only run 8,651 miles, extremely well maintained; price £1,250 or part exchange.—E. J. Baker & Co., Ltd., Dorking 3622. [6810

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041 [0946

CASH immediately for good Singer.—H. F. Edwards, 154, Gt. Titchfield St. W.1. [6328

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Singer from 1937 onwards, Wembley 8691-2. [0777

RAYMOND WAY, the hire-purchase specialists are still buying Singers and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [0672

Singer Spares and Service

THE North's premier Singer spares stockists.—Coultburn, Lancs. Tel. 48751-2. [4341

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders Ltd., Lewther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.

SINGER spare parts for 9, 10 and 12hp 1936-1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square, Bristol 8. Tel. 22514. [0219

SPORTS CARS

SIMMONS, of Croydon, offer:—

LAGONDA 2-litre 1930 low chassis with Buick engine, but still taxed at 13hp, first-class runner in every way, complete with 2-litre Lagonda engine and spares, including chassis to value of £50; £200.

1934 Lagonda L.G.45, 4½-litre Park Ward drop head coupe, phenomenal amount has been spent on this Lagonda and it is second to none; £685.

BENTLEY 4½-litre 2-seater, a most imposing Bentley with large rear petrol tank, twin fillers, stoneguards, foldflat, etc., with good weather equipment, first-class performance and well shod; £525.

H.R.G. 1947 Aerodynamic, ex-N. Ireland, requires respray and new hood.

M.G. 1939 1½-litre open 4-seater tourer, in excellent condition; £375.

SIMMONS, of Croydon, 101, Tamworth Rd., West Croydon. Croydon 1537. [6541

£135.—1931 Wolseley Hornet 4-seater open tourer, good hood sidescreens.—Below.

£125.—1930 M.G. 8hp 2-seater, special body.—Monahan Motors, 258, London Rd., West Croydon. [4768

REGRETTABLY but due to personal reasons, attractive 2-seater sports built by reputable firm, basis Ford 8 engine, Morris chassis, mileage 2,500; price £395.—Box 2971. [6758

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

BLAKES.
THE Northern Sport and
RACING Car Specialists.
BUY and sell racing and sports cars of all types, specialists in vintage Bentley, write for lists and quotations.
J. BLAKE & Co., Ltd.,
110 Bold St., Liverpool.
ROYAL 6622. 'Grams: Autocar, Liverpool. [6585

PERFORMANCE CARS.
THE WINDMILL GARAGE, Great West Rd., Brentford, Middlesex.
ONLY 5 minutes from Northfields Tube Station, Piccadilly L.ne. Tel. Ealing 0441, 6995.
FULL 24-hour service, repairs, petrol, etc.; comprehensive stock of cars and accessories.
FROM the best selection of reasonably priced, guaranteed sports cars we offer:—
ROLLS-ROYCE P.II d.h foursome by Henry Binder, 1958/50, magnificent car; £725.
ALFA-ROMEO 1½-litre twin cam supercharged 2/3-seater, 1950, low mileage; £575.
FRAZER NASH-B.M.W. type 328 2-seater, very low mileage, 1939; £950.
FRAZER NASH-B.M.W. 2-litre type 45 drop head foursome, 1939; £775.
FRAZER NASH-B.M.W. type 45 saloon, fitted type 55 engine, 1936; £295.
BENTLEY Blue Label 3-litre tourer by Duff of Adlington, 1925; £255.
BENTLEY 4½-litre "blower," fixed head coupe, 1931, very sound; £375.
ALVIS 17hp Silver Eagle saloon, 1935; £195; Railton 30hp tourer, 1935; £225.
M.G. N. type Magnette 2-seater, 1935; £245.
M.G. J.4 2-seater, Marshall supercharger, Laystall crank, Martlett pistons, 1933; £335.
M.G. 2-litre tourer, 1939, checked throughout, engine overhauled by us; £550.
TRIUMPH Dolomite 16hp saloon, 1939, black with grey upholstery; £425.
RAILTON drop head foursome, 1936, 30hp, rebuilt throughout by us; £575.
AUSTIN 8hp, 6cwt van, 1939; £225.
AUSTIN 7 saloon, 1950; £90.
AUSTIN 7 Ruby saloon, 1935; £165; Austin 7 4-str. tourer, 1931; £90.
WOLSELEY 14hp tourer, 1937, ex-police grey with brown upholstery; £295.
WOLSELEY 25hp saloon, in good running order, 1936; £255.
SINGER 12hp saloon, very good runner, 1928; £65.
STANDARD Flying 20 saloon, 1936; £165.
BUGATTI Type 43 18hp 2-seater with dickey, supercharged, very fast; £375.
TALBOT 95 tourer 2-seater, Young, 1935; £275; Packard 28hp d.h foursome, 1936; £325.
MORRIS 8 tourer, 1936; £195.
PERFORMANCE CARS. [6614

G.B. MOTORS, offer:—
£245—Alvis 12/60 2-seater Beetleback, good tyres, new hood, recelulosed, B.R.G., mechanically perfect, specimen car.
£165—Alvis 12/50 Silver Eagle 2-seater sports, perfect condition.
£145—Alvis 1½-litre blown, f.w.d., a really fast car.
MANY others; terms.—Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 6749. [6409

CHARACTER CARS offer:—
A SELECTION of vintage and sports cars, 2- and 4-seaters, in far above average condition; please telephone for details of current stock, including:—
BRITISH Salmson, 1938, drop head coupe.
HEALEY (June, 1950) Silverstone, 14,000 miles.
M.G. 1949 T.C., 10,000 miles.
TALBOT 1931 90 sportsman's saloon, 35,000 miles.
PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and acted upon immediately.
CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 7677-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. Will our customers please note that we no longer open on Sunday mornings. [5534

B. & G. MOTORS offer:—
£165—Austin 7 genuine 1937 Ruby 2-seater, engine (5/bearing crank type) just overhauled including rebore and crank regrind; not yet run in, excellent tyres; a real B. & G. bargain.
£135—Riley 1,100cc open sports 4-seater, fitted special engine and gear box (short stubby gear lever, etc.), goes like a bomb, finished in green, almost new hood, sidescreens; exceptionally fast yet economical little car.
£135—Lea-Francis 16hp genuine twin-cam Ace of Spades saloon, tuned to end September luxurious interior, runs like a dream, imposing vehicle and fast to boot.
£80—Austin 7 open sports 2-seater, black, good hood, smart, fast little car.
TERMS, exchanges.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 5570. [6250

RAYMOND WAY, the hire purchase specialists!
RAYMOND WAY, of Kilburn.
50 sports cars of all types under £400.
CARS and motor cycles wanted in part exchange.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150yds Kilburn Park Station, Bakerloo Line). Mal. 6044 (10 lines). [0827

SPORTS CARS

POTTER RICHARD & CARR have choice of Allard, Buick, Citroen, Lancia, Fiat, Opel, Jawa, Rolls-Royce, Studebaker, Oldsmobile cars, and also Cadillac engines.
ATTRACTIVE prices, part exchanges, h.p. terms.
FOR details 'phone Kensington 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [6714

M.G. 18/80 sal., Mk II, 4,000 since new rings, rewired, clutch and brakes relined, etc., good tyres; £150.—Apply after July 24th, Bailey, Tanhouse, Northiam, Sussex. Brede 47. [6195

ROSE & YOUNG, Ltd., offer.—Alfa-Romeo 1750 supercharged 4-seater tourer, excellent order; £365.—63-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tudor Hill 6464 and 6162. [6616

£95 or by instalments (£45 deposit).—Lagonda 4½-litre chassis complete and in good condition, £10 tax, 5 months' written guarantee.—Stuart Wilton, 553, Finchley Rd., London, N.W.3. Hampstead 5712 and 0552. [6420

DIESEL Delage 1951-2 foursome coupe, fixed head, all new tyres, fitted new reconditioned Perkins P4, requires re-registration only, £10 tax, consumption around 40mpg at speeds 55-60, sacrifice at £450, or exchange Ford Anglia.
DIESEL Daimler, 1951-2 Double-Six limousine, reputed ex-Royal car, fitted new recon. Perkins P4 retaining fluid flywheel; modern low body, seating nine, all wheels rebuilt and fitted, five new 700-20 tyres, requires only wings painting and rear cloth cleaning; unrepeatable at £395.
HUMBER Super Snipe estate car, ex-Forestry Commission, £10 tax, makers' wood body, four-door, drop tailboard, four new 9.00-13 tyres, perfect throughout, £150.
MIDDLETON, Automobile Eng., 9, Alexandra Rd., Bailby, Doncaster. [6207

JENSEN 1956 coachbuilt sportsman saloon, 30hp Ford V.8 engine dual ratio (4.1 : 2.9), back axle, 24mpg in high ratio, good condition, 4 new tyres; £250; private owner selling on delivery in new car.—c/o Streamline Cars, Newcastle-on-Tyne. Tel. 56535 [5968

RILEY Sprite, 1936, 1½-litre, 8 to 1 compression ratio, fold-flat and twin racing screens, immaculately finished in grey and red, exceptional performance and very economical to run; a real bargain at £580.—Apply, 15, Henley Avenue, Cleveley, Nr. Blackpool, Lancs. [6187

RICHARDS & BROWN offer British Salmson 12hp drop head coupe, 1938, £425; Frazer Nash 4-str. tourer, one owner until 1950, original order, £150; 1939 Jaguar 3½-litre saloon, £595; Vauxhall 20/60 saloon, £65.—2, Ridgeway Rd., Bromley, Kent. Tel. Ravensbourne 7487 or 6479. [5711

SPEEDSTERS, Ltd.—The best conditioned sporting cars in the country; three months' written guarantee; every car a specimen; new delivery and external: Alfa, Alvis, Bentley, Bugatti, Fiat, Invicta, Jaguar, M.G., Mercedes, Riley, Vauxhall.—Offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [5556

TRIUMPH Southern Cross open sports 4-seater, 10hp Coventry Climax engine with free wheel, total mileage believed only 36,000 miles, exceptional mechanical condition, cellulose interior and all-weather equipment, almost as new, 75 mph, 35 mpg, oil pressure constant and consumption almost nil, taxed and in daily use by discerning engineer as second car; a bargain; accept £525, new car arrived; seen anywhere near London.—Tel. Vigilant 0239, evenings or week-ends. [6353

1939 8.8.100 Jaguar 3½-litre, advertiser has only used this car for social events, completed less than 5,000 miles since following overhaul, engine overhauled and balanced by Burtonwood, dynamo, petrol pumps, starter stripped and new, new hood and cover, completely reupholstered in Dunlopillo blue leather, 4 new springs, complete new Rotodio shock absorbers, new oil immersed gear, new tyres and tubes, wheels respoked and stove enamelled, brakes relined and tested; reason for selling has obtained new sports car.—£735.—Tel. Bav 7407.
CHILTERN CARS offer: 1947 (July) 4.4-litre Allard Competition 2-seater, £995; 1948 (June) Allard 2-seater, £925; Type 44 Bugatti 4-seater, completely rebuilt at a cost of £250, new tyres, £395; 1936 Buick Century saloon, £295; 4½-litre Daimler straight 8 limousine, coachwork by Young of Bromley, £695; 1937 Ford 30hp V.8 four-door drop head coupe, £525; T.T. Replica Frazer Nash, twin o.h.c. Blackburne engine, completely rebuilt in October, 1950, £395; K3-type M.G. Magnette, fully road equipped, 22,000 miles, £625; T-type M.G. 2-seater, completely reconditioned, £465; another T-type M.G. 2-seater in far above average condition, £475; 1938 Packard Six foursome drop head coupe, £425; 1938 (May) Healey Sprite 2-seater, only used for 4 years, new tyres, £525; Riley Lynx 4-seater, Special Series twin carburettor, 9hp engine, manual gearbox, £245; 10/4 Talbot 2-seater, £495.—1st, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [6437

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.
WANTED, sports tourer 4-str. to 12hp, up to £200.—Box 2943.
BARTLETT.—We are interested buyers of all sports cars.—27a, Pembridge Villas, W.11. [6484
PERFORMANCE CARS, 161, The Windmill Garage, Great West Rd., Brentford, London, W.5. (nr. Ealing 0441, 6995.) [5911
WANTED, sports 2-str., Aston Martin, Lea-Francis, Frazer Nash, Riley, etc.—Robottom, "Windy Ridge," Tai y Cafn, Denbighshire. [6785
RILEY 9, 1929-34 open Wolseley Hornet, M or J type M.G., also Austin Ulster or nippy.—C. Arnold, 9, Homeslead Way, Northampton. Tel. 5001. [6000
£500 offered for open sports car; must be perfect specimen; Invicta 4½-litre or similar preferred, but anything really potent considered.—Box 2850. [5898

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd. Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6498. [0753

S.S.

1935 S.S.2 sports saloon, extremely nice condition throughout; £375.
ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Paddington 0289 [6417

S.S.

£175—S.S. 12hp, '34, fast, handsome sports saloon.—26, Queen's Ave., N.10. Tud 7742. [6465
145 gns.—S.S.1 (1933) 16hp foursome coupe, metallic blue and black, sliding head, leather upholstery, good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6655

S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0968

STANDARD 8

DICKS.
1947 Standard 8 tourer, recent overhaul; £475.
DICKS CAR SALES, Ltd., 395-401, High Rd., Kilburn. Maida Vale 6888-9. [5604
SLOCOMBES, Ltd.
1948 open model, one owner, under 20,000 miles, 4/5, immaculate, £545.
SLOCOMBES, Ltd., 58-52, Dudden Hill Lane, N.W.10. Willesden 4869. [5701
D. J. SHEPHERD & Co. (ENFIELD), Ltd.
1946 Standard 8 saloon, colour blue, blue leather interior, excellent condition throughout; £525.—D. J. Shepherd & Co. (Enfield), Ltd., Hertford Rd., Enfield. Howard 1631. [1285
1946 (October) Standard 8 saloon, good order.
GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 5268. [6109
1948 Standard 8 sun saloon, taxed year, black with blue leather; 579gns.
RAYMOND WAY, of Kilburn, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6044. [6835
1939 Standard 8 saloon, bargain; £525.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [2455
1947 Standard 8 tourer, new engine, 2 new spares, taxed Dec.; £500.—8, Ocklynge Ave., Eastbourne. [6565
1948 Standard 8 tourer, as new, colour black, many extras, very exceptional; £545.—Tel. Loving-stone 2875. [6747
1947 Standard 8 drop head coupe, grey with blue upholstery, new engine, new hood, 25,000 miles; £595.
G. & R. GARAGE, Ltd., 53, Victoria Rd., Surbiton. Elmbridge 4583. [5660
1947 Standard 8 tourer, very good condition; £495.—Tom Allery Automobiles, 68, Hill Rd., Wimbledon 3844. [6565
1939 Standard 8 drop head coupe, rec. gear box; £335.—50, Bridge Way, Whitton, Middx. Popesgrove 5849. [6205
STANDARD 8 1939 d.h. foursome, bored, sleeved, tyres, hood excellent; £375 o.n.o.—Evenings, 118, Arundel Drive, South Harrow. [6227
1948 Standard 8hp 2-door saloon, buff with brown upholstery, one owner; £585.—Peerless Motors, Slough 22594. [6625
1948 Standard 8 tourer, 17,000 miles, one owner, black brown leather, 6 months warranty; £525.—Haskins, Ladbroke 1155. [6092
1947 Standard 8 saloon (Dec., 1946), sliding roof, black-brown upholstery; £495.—Grove Motors, North Rd., Southall 3477 [4102
1947 Standard 8 drop head coupe; £535.—Smith and Hunter, Ltd., 370, Kensington High St., London, W.14. Tel. Western 2312. [6600
£295—1939 Standard 8 4-seater tourer, black, beautiful runner, excellent condition.—Bray Motors, 130-184, West End Lane, N.W.6. Hampstead 6464. [6764
1939 Standard 8 saloon, black, mechanically reconditioned, paintwork very good, any trial; £375.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2.
1948 model Standard 8 saloon, black, brown leather, low mileage as new; £625.—Hendon Central Garage Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4 [4090
1948 Standard 8 drop head coupe, black, immaculate; £645.—Acres Autos, Ltd., 10-11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 2211 and 2212. [5144
1947 (November 1946) Standard 8 tourer, black brown leather, 25,000 miles, in first-class condition, two new tyres, taxed, fitted with new hood; £525.—Lowbridge Service Depot, Ltd., Uxbridge Rd., Southall, Middlesex. Southall 2355. [6135
£365—Standard 8 drop head coupe, 1939, black, leather upholstery, reconditioned gear box, bodywork and hood perfect; engine 100% sound; a very attractive little car which has a very economical running cost.—M.B. Motors, 356, New Cross Rd., London, S.E.4. Tideway 3779. [9624
1940 model Standard 8 drop head coupe, carefully owned, moderate mileage, replacement engine, attractive coachwork, good performance, economical running, reliable; 550ens.; terms, exchanges.—Hone & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [6564
1947 (July) Standard 8 sunshine saloon, one owner, complete mechanical overhaul, crankshaft reground, requires running-in, attractive coachwork specimen interior, fully guaranteed, 525ens, terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [5572

STANDARD 9

£365—Standard Flying 9 1938 2-dr. saloon, exceptionally good mechanical order, original cellulose, many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London W.11. Park 5096-7. Open Mon. to Sat. 9-6. (50yds Holland Park Tube.) [5849
1938 Standard 9 saloon, black, just been recellulosed, in first-rate condition throughout; £375.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [5972

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 10

1939 Standard 10, good family car; £445.
KINGS AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3556 and 3557. Open week-days 9 a.m. to 7.30 p.m. [5710

1938 Standard 10 saloon, reconditioned engine, new tyres, excellent condition; £295.—Dalston Motors, 517, Kingsland Rd., Dalston, E.8. Clissold 4943. [2657

STANDARD 12

STARNES MOTORS offer:—
£775—Standard 12hp saloon, delivered March, 1947, black with blue leather upholstery, one owner, excellent condition.
STARNES MOTORS, Standard Sales and Service Specialists, 105, Cricklewood Broadway, N.W.2. Gladstone 2480. [6725

SAUL & SLATTER, Ltd., offer:—
1948 Standard 12hp saloon, grey, with blue leather upholstery; £795.
44—46, Aldermans Hill, Palmers Green, N.13. Tel. Palmers Green 1205 and 7175. [6696

11000 miles only!! (See below.)
1947 (27.10.47) Standard 12 saloon, insured July, 1952, one owner, 11,000 miles only!, Grey blue leather upholstery, regularly serviced by Standard agents, immaculate and mechanically perfect; private sale, £455; no offers, no dealers.—Box 2560, (Kent). [6692

MEPES & MEPES, Ltd. (Est. 1895), offer:—
1948 Standard 12hp de luxe saloon, black, maroon hide upholstery, coachwork, mechanical condition and tyres excellent, taxed year; £625.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [6168

249 cars.—Standard heavy 12 saloon, excellent condition.—Autoships, 5, Balham High Rd., Balham 1509. [6555

1937 Standard 12 de luxe saloon, nice condition throughout; £345, 3 months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [6427

1938 Standard 12, black, new mats and roof lining, taxed, immaculate; £585.—Ruxley Parade Garage, Ewell 5000. [6825

1933 Standard 12, excellent condition; £195.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [3136

FIRST registered November, 1946, Standard 12 drop head foursome coupe, one owner, excellent condition; £745.—Bangster, Ltd., 225-7 Hammersmith Rd., W.6. Riverside 6677-8. [5769

1948 Standard 12hp drop head coupe, black with green leather upholstery, very low mileage, one owner; £695, terms or exchanges.—G. S. Hall, 502, King St., W.6. Riverside 2881. [5485

£395—1938 Standard Flying 12 de luxe saloon, excellent bodywork, sound mechanically, genuine bargain at this price; choice 60 other cars; 3 months' guarantee, hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6750

1939 Standard 12 drop head coupe, engine completely overhauled recently, car in exceptional condition; £455.—H. S. Mead (Est. 1919), Ltd., 42, Green St., Maidenhead. Tel. Maidenhead 5451 2. [5655

1947 Standard 12 saloon, black, brown leather, radio, low mileage, immaculate condition; £825.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1425-4. [4091

STANDARD 14

SLOCOMBES, Ltd.
1948 one owner, black, red upholstery, low mileage; £625.
SLOCOMBES Ltd., 53-52, Dudden Hill Lane, N.W.10. Willesden 4869. [5700

1946 Standard 14 saloon, black with green leather upholstery, 6,000 ms.
RAYMOND WAY, of Kilburn, hire purchase specialist, has 20 good used cars under £400. Maida Vale 4044. [6656

1948 Standard 14 saloon, black, red leather, an unusually fine example.
HALLS (FINCHLEY), Ltd., Standard House, Odeon Parade, N.12. Tel. Hillside 1044. [6379

1948 Standard 14 saloon, grey, 26,000 miles, recondition condition; £850.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [4684

1948 Standard 14 saloon, grey, 20,000 miles, one owner, ex. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3538. [6696

1948 saloon with extras, one owner, maintained by our service depot, really excellent; £900.—Clifford & Sons, Ltd., 154, Gloucester Rd., S.W.7. [5512

1947 Standard 14hp saloon, black, fawn upholstery, 1 owner, £785.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441.

ARCHIE SIMONS & Co., Ltd.—1948 Standard 14 saloon, colour grey, blue leather upholstery, one owner since new, low mileage, £775.—94, Gt. Portland St., W.1. Lan. 1545. [6148

JARVIS & SONS, Ltd., offer 1948 (September) Standard 14 saloon, grey with red leather upholstery, an exceptional car; £915.—Morris House, Morden Rd., S.W.19. Liberty 3656. [6700

STANDARD 20

1938 Standard Flying 20, 4-door de luxe saloon, good condition, £195.—C. A. P. Motors, 130, Clapham Rd., S.W.9. Reliance 2895/6. [6258

STANDARD VANGUARD

DICKS.
1949 Vanguard saloon, fitted radio, heater, etc.; £1 075.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6868-9. [4564

STANDARD VANGUARD

CAR MART, Ltd.
1949 Standard Vanguard saloon, 9,000 miles, £1,195.—Cart Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [6262

STARNES MOTORS offer:—
£1085—Standard Vanguard saloon, October, 1949, grey, loose covers, Radiomobile and car heater, one owner, done 11,800 miles only, supplied and serviced by us, exceptionally fine condition.
STARNES MOTORS, Standard Sales and Service Specialists, 105, Cricklewood Broadway, N.W.2. Gladstone 2480. [6722

TOM GARNER, Ltd., offer:—
1950 Standard Vanguard saloon, maroon with beige upholstery, heater, 5,000 miles only.
TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6. [5967

H. A. SAUNDERS, Ltd., offer:—
1950 Standard Vanguard saloon, maroon with beige leather upholstery, 10,000 miles; £1,595.
1950 Standard Vanguard saloon, blue with beige upholstery, 7,250 miles; £1,645.
836 842, High Rd., N.12. Hillside 0024. [6069

SAUL & SLATTER, Ltd., offer:—
1949 Standard Vanguard saloon, grey, leather, heater, taxed, in excellent condition; £1,100.
44—46, Aldermans Hill, Palmers Green, N.13. Tel. Palmers Green 1205 and 7175. [6692

WARWICK WRIGHT, Ltd., offer:—
1949 Standard Vanguard saloon grey, blue cloth, heater, 9,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Ma. 4ur 9761. [5623

GUY SALMON AUTOMOBILES, Ltd., offer:—
1950 Standard Vanguard pick-up truck, 2,000 miles, reasonable offer to clear.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [6704

GORDON CARS (LONDON), Ltd., 1950 Vanguard estate car, green.—Below.
GORDON CARS (LONDON), Ltd., 1950 Vanguard saloon, black.—Below.
GORDON CARS (LONDON), Ltd., 1950 Vanguard saloon, blue.—Below.
GORDON CARS (LONDON), Ltd., 1949 Vanguard saloon, green.—Below.
GORDON CARS (LONDON), Ltd., 1949 Vanguard saloon, grey.—Below.
GORDON CARS (LONDON), Ltd., 1949 Vanguard saloon, bronze.
GORDON House, 373 Euston Rd., London, N.W.1. Eu.ton 6611. [6554

1949 Standard Vanguard, leather, small mileage, left-hand steering, superb.
GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 5268 [6110

1949 Standard Vanguard, beautiful condition, £1,075.—Bareham, Bury St., Edmunds. Tel. 53. [6486

GOLDERS Green; H. A. Saunders, Ltd.—1950 Standard Vanguard blue-beige guaranteed; £1,575.—Below.
GOLDERS Green; H. A. Saunders, Ltd.—1949 Standard Vanguard, grey-red, guaranteed; £1,025.—144, Golders Green Rd., Spe. 0011. [6515

1950 Vanguard, 4,000 miles, black, beige leather, radio, heater, nearest £1,550.—Green, 21, Wensley Rd., Leeds. [5976

STANDARD Vanguard 1949, green, red interior, radio, heater, twin road lamps, one owner; £1,075.—J. Davy, Kensington 1108. [6415

1949 (Sept.) Standard Vanguard saloon, black, brown leather, H.M.V. radio, air conditioning, one owner, low mileage.
HALLS (FINCHLEY), Ltd., Standard House, Odeon Parade, N.12. Tel. Hillside 1044. [6379

1949 (September) Standard Vanguard, metallic grey, red interior, fitted heater, radio, Rimbellishers, low mileage; £1,095.
BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2562. [6355

1949 (Sept.) Standard Vanguard saloon, metallic green with red interior, 11,000 miles, in excellent condition throughout; £1,150.
ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel 4561. [6652

1950 Vanguard saloon, 7,000 miles, as new, £1,350.—Barnes Garage, 515, Finchley Rd., Hampstead, N.W.3. Ham. 2221, Mal. 1627. [5630

OCTOBER 1949 Vanguard saloon, 11,000 miles, one owner, quite unmarked throughout, bargain £1,070.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [6562

1949 Standard Vanguard saloon, finished in metallic grey with red leather, one owner and only 9,000 miles; £1,125.—Brew Bros., Ltd., Kensington 2468. [6356

1949 (Dec.) Standard Vanguard, green with green leather, exceptionally well maintained; £1,125.—Clarke & Simpson, 75-79, Cadogan Lane, S.W.1. Sloane 4727. [6671

1950 Vanguard, colour black, radio, heater, 4,000 miles, immaculate; £1,595, terms, exchanges.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [4600

£1365—1949 (December) Vanguard, leather de luxe, heater, etc., works mileage only, carefully stored.—Richmond 5485 after 7.30 p.m. 72, Lichfield Court, Richmond, Surrey. [4767

STANDARD Vanguard, 14,000 miles, delivered Dec., 1949, one owner, green with cherry interior in excellent condition, new tyres; £1,225.—"Kingsdale," Alumdale Rd., Bournemouth. Westbourne 64351. [5900

1949 (Nov.) Standard Vanguard, grey, red leather upholstery, heater and radio, as new, £1,150.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1425-4. [5484

STANDARD VANGUARD

1950 (May) Vanguard, blue, 9,000 miles, radio, heater, Rimbellishers immaculate; £1,425; part exchange, deferred payment.—Acres Autos, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.2, 2 minutes from Clapham North Underground. Tel. Macaulay 2211 and 2212. [5148

ROSE & YOUNG, Ltd., offer: 1949 Standard Vanguard estate car, low mileage, good condition, metallic grey, £1,125; 1950 Standard Vanguard saloon, small mileage, leather and radio, black, £1,275.—75-85, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5411

STANDARD MISCELLANEOUS

SALES, service, spares.
STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.
CARRS AUTO SALES Ltd., Standard House, South End, Croydon. Tel. Cro. 6088-9. [0052

TANKARD & SMITH Ltd. offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax 4861-3.

Standard Cars Wanted

CMTRS
THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 5434.
ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.
IURGENTLY need post-war Standard.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0751
ALMOST new Standard required; cash payment.—Morley, 54 Streatham Hill, S.W.2. Tulse Hill 4488. [1600
MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181
CASH buyers of low-mileage Standard 12s, 14s, Vanguards, distance no object.—Hattons, Lord St., Southport. Tel. 2266. [0601
APPROACH us first before disposing of your Standard car.—Tankard & Smith, Ltd., 194-196, Kings Rd., S.W.3. Flaxman 4801-3 [5803
CA. PETO, Ltd., 42 North Audley St., W.1. Standard agents, will purchase Standard cars in first-class condition.—Mayfair 3051. [5758
HALLS, FINCHLEY, Ltd., Standard House, Odeon Parade, N.12, require Standard Vanguard cars for cash.—Tel. Hillside 1044. [6351
ALBERT FARNELL, Ltd., would appreciate the offer of your Standard ? wishing to sell.—75 Manningham Lane, Bradford. Tel. 28627-8. [6216
STANDARD Vanguard and post-war 12s and 14s in good condition urgently wanted.—J. R. Inwards, Ltd., High St., Ruislip 3053-4-5. [0809
STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange. Tel. Gla. 2480. [0451
IF your car is in London and is a post-war model it can be seen and purchased within an hour, phoning Mayfair 7654, the London Buying Office of Lamb's, Ltd. (Woodford, Essex), Slough House, 16, Berkeley St., W.1.

Standard Spares and Service

S&T
STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Showroom, Jubilee Corner of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 6014 (10 lines).
STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 28459.
BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666), for Standard spares, sales and service.—209, Balham High Rd., S.W.17. [0522
REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Grange, N.5. Canonbury 5190. [2294
STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [1085
STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3222). [0359
SPARE parts by return of post; quote commission number of car when ordering.—White & Garside, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475
BROCKHURST GARAGE.—Harrow agents for Standard, Triumph, sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255
K. J. MOTORS Ltd., have available for immediate delivery, reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Ray. 5456-7-8-9. [0367
LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston, Kin. 5151-4. [0286
HALLS (FINCHLEY), Ltd. have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908-9 [0062

STUDEBAKER

MONTROE MOTORS, offer:—
1936 Studebaker 26 saloon, black; £155.
MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [6400

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STUDEBAKER

SIMPSON'S MOTORS offer:—

1949 Studebaker Champion, right-hand drive, fitted with heater, seat covers; for full list see under American Cars.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. [3126

1939 Studebaker Commander, steering wheel gear change, in exceptional condition. GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 5268. [6107

STUDEBAKER Dictator saloon, bored and sleeved; £290.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6405

1950 Studebaker Regal de luxe Champion power operated convertible with every extra, righthand drive, 3,000 miles a superb car; £3,550.—J. F. Crawley, 48 Kensington Court, W.8. Western 6015. [5935

1950 Studebaker Land Cruiser saloon, overdrive, radio, heater, demister, righthand drive, absolutely immaculate, 12,000 miles; £3,350.—J. F. Crawley, 48 Kensington Court, W.8. Western 6015. [5936

1950 Studebaker Commander 2-dr. saloon, righthand drive, radio, heater, etc., 9,000 miles, the most magnificent car (the show model); £3450.—J. F. Crawley, 48 Kensington Court, W.8. Western 6015. [5934

STUDEBAKER Commander convertible coupe, purchased new by present owner January, 1948; colour blue, brown leather upholstery, electric hood, Philco push-button radio, overdrive on 2nd and top gears, hill-holder, right-hand steering, total mileage 14,000 guaranteed; price £2,000, plus duty approx. £460, or exchange smaller car and cash; can be seen at Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mon. 4444. [5098

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker from 1937 onwards. Wembley 8691-2.

SUNBEAM

SUNBEAM 1927 20.9hp 6-seater tourer, genuine vintage car, excellent mechanical condition; £125 or near offer.—Palmer, Heathfield Crossways, Moreton, Near Dorchester, Dorset. [6188

SUNBEAM-TALBOT

CAR MART, Ltd.

1949 '50 Sunbeam-Talbot 80 saloon, 10,000 miles; £1,375.

1949 Sunbeam-Talbot 90 saloon, 9,000 miles; £1,495.

1947 Sunbeam-Talbot 2-litre saloon, 6 months' guarantee; £925.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6263

OVERSEAS CARS, Ltd.

1948 Sunbeam-Talbot 2-litre saloon, black, 14,500 miles, as new; £1,095.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 2475. [5078

BROOKLANDS for individuality.

1950 Sunbeam-Talbot 90, beige, speedometer reading 8,000.

1949 Sunbeam-Talbot 90, metallic grey, small mileage.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8551-6. [5199

WARWICK WRIGHT, Ltd., offer:—

1950 Sunbeam-Talbot 80 saloon, black, buff leather, 2,000 miles.

1949 Sunbeam-Talbo. 90 saloon, ruby, red leather, radio and heater, 13,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1769

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Sunbeam-Talbot 80 saloon, radio, heater, green and brown, mileage 15,000; £1,300.

1950 Sunbeam-Talbot 80 saloon, black and brown, 7,000 miles; £1,350.

1948 Sunbeam-Talbot 2-litre, mileage 16,000, in perfect condition; £1,095.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [2591

CAMDEN MOTORS, Sunbeam-Talbot, see selection on page advert. on page 63 in this issue.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [6301

WOKING MOTORS (MAYBURY HILL), Ltd., Maybury Hill Garage, Woking 1928, offer:—

1949 Sunbeam-Talbot 90 saloon, colour gunmetal, grey upholstery; £1,395.—Above.

2-litre Sunbeam-Talbot, granite grey, grey leather, first reg. 31st Dec., 1950, 15,000 miles; £945.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [4924

SUNBEAM-TALBOT 80, Dec., 1949, under 4,000 miles, green with brown upholstery; £1,395.—Wheeler Hall Place, Spalding. [6444

1948 (June) Sunbeam-Talbot 2-litre saloon, one owner, 6,500 miles only, H.M.V. radio, grey, spare unused, definitely as new.

1950 Sunbeam-Talbot 90 saloon, one owner, black, 15,000 miles, in very exceptional condition; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 1488. [6670

PHŒNIX MOTOR CO. (SURREY), Ltd., offer the following carefully selected examples of the Sunbeam-Talbot 90 sports saloon:—

1950 (January) Sunbeam-Talbot 90, grey, grey leather, 8,000 miles only, fitted H.M.V. radiomobile, link mats, loose covers, spare unused; £1,550.

1950 (January) Sunbeam-Talbot 90, black, brown leather upholstery, 11,000 miles only, one private owner since new; £1,495.

1949 (November) Sunbeam-Talbot 90, grey, grey leather upholstery, 9,000 miles only, fitted H.M.V. radiomobile and heater, just recellulosed to customer's specification; £1,475.

PHŒNIX MOTOR CO. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Tel. Vigilant 1121. [6827

SUNBEAM-TALBOT

SUNBEAM-TALBOT 80 (July, 1950), excellent condition, mileage 5,000, price £1,395.—Haigh, Grasmere Lodge, Isfield. Tel. 252. [5910

1950 Sunbeam-Talbot 90 drop head, 5,800 miles, as new.—Sidney Marcus, Ltd., 33, Soane St., S.W.1. Tel. Soane 5557-6970. [4130

1950 (July) Sunbeam-Talbot 90 saloon, gunmetal and grey low mileage; £1,650.—Strang, Bridge End, Cockermouth. Tel. 3248. [4871

SUNBEAM-TALBOT 80, showroom condition, with wireless and fitted covers; £1,350.—Osborne, 14 Brunswick Sq., Hove. Tel. Hove 55406. [6191

1950 series 80 saloon, 9,000 careful miles by fastidious owner; £1,350.—Offord & Sons, Ltd., 154, Gloucester Rd., S.W.7. Fremantle 0051. [5515

1946 (Nov.) 10hp black saloon, excellent condition, moderate mileage.—Hamilton, 20, Albany Drive, Rutherglen, Glasgow, Rutherglen 96. [5845

1950 (November, 1949) Sunbeam-Talbot 80 saloon, gunmetal, as new throughout, one owner; £1,295.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [2478

1950 Sunbeam-Talbot 80 convertible saloon, finished in gunmetal grey with upholstery to match, total mileage 4,000, twin spot lights, heater and demister, definitely as new.

DAVID ROBINSON, Ltd., 47, St. Peters St., Bedford. Tel. 4571 Bedford. [6016

1950 Sunbeam-Talbot 80 saloon, grey, radio, 6,000 miles, as new; £1,595.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [1216

1947 (April) Sunbeam-Talbot 10hp saloon, grey with grey leather, very attractive condition; £795.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [6757

1946 Sunbeam-Talbot 10hp foursome d.h. coupe, new hood, resprayed heather grey, Nov., 1950; £750.—Holt, 376, Newchurch Rd., Rawtenstall, Rossendale, Lancs. Tel. Rossendale 1379. [6212

1947 Sunbeam-Talbot 2-litre drop head coupe, grey, 9,000 miles genuine, absolutely faultless appearance and performance really beautiful example of this special coachwork model.—Offers around £1,100 by letter to Rose, Flat 5, 23, Torrington Park, N.12. [6446

1950 (June) Sunbeam-Talbot 90 saloon, bronze with red leather, one owner, as new; £1,485; 1950 (April) Sunbeam-Talbot 80 saloon, bronze with red leather, perfect; £1,510.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6184

1948 Sunbeam-Talbot 2-litre sports saloon, immaculate, attractive polychromatic grey coachwork, owned company director, maintained unsparingly, irreproachable condition throughout, fine performance, exceptionally trim, sound, all departments; 325kns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [2495

Sunbeam-Talbot Cars Wanted

ROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 5232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 28, Upper High St., Epsom 9400. [6320

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre; distance no object.—Hattons, Lord St., Southport. Tel 2268. [0802

CRIPPS, of Nottingham, urgently require all recent models Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 46381. [0462

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Hall St., Birmingham, and Lower Temple St., Birmingham, 2. [0099

TALBOT

TALBOT 14 1934; £155.—52, Leamington Gdns., Seven Kings. Sev. Kgs. 9715. [6224

110 Talbot with 2-door sports saloon coachwork by James Young black, brown hide, maintained by us since new; £700.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [4925

TALBOT 14hp Darracq saloon, 1934, exceptionally fine condition; £175.—F-Lt. Kendell, R.A.F., Aston Down, Stroud, Glos. [6213

395 gns.—Talbot 10 1937 sports saloon, black, sliding head, fawn leather, excellent condition; terms, exchanges.—Rowland Smith, below.

325 gns.—Talbot 10, Sept., 1936, foursome drop head coupe, black, blue leather, good tyres, very good condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Talbot 75, August, 1937, 18hp de luxe 4-door saloon, sliding head, fawn leather, synchromesh, good condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6655

TALBOT 10hp pillarless saloon, one careful owner from new, first-class performance, twin horns, etc.; £450.—Midland Motor Co., Traffic St., Derby. Tel. 2549. [6237

TALBOT

1934 Talbot 75 sportsman saloon, in immaculate condition, five almost new tyres, a quality car which has been extremely well kept and will appeal to the enthusiast; £195.—Tel. Westbridge 1491. [6424

BARTLETT.—The only car of its type, 120 mph Lago Talbot 6-cyl. ohv engine, twin carburettor, Lago head, Cotal gear box, hydraulic brakes, independent suspension, fitted magnificent streamlined 2-seater coupe body with sunshine roof by Figoni, one of the prettiest ever built, fated in special Lucas headlamps, radio, twin speakers, chromium plated wheels, finished in grey with blue leather upholstery, superb road holding, standing kilometers 54 seconds; price £2,250.—27a, Pembridge Villas, W.11. Bayswater 0525. [6475

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991

TRIUMPH

CAR MART, Ltd.

1949 Triumph 2000 Roadster, 14,000 miles; £1,225.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [6260

NEWNHAMS, Ltd.

1947 Triumph 1800 saloon, black with beige, excellent condition.

1938 (Oct.) 14-60hp Triumph Dolomite saloon, black with brown, one owner.

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [1776

ROUNDABOUT offer:—

1950 Triumph Renown, one owner, low mileage, colour maroon; £1,650.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [6091

TOM GARNER Ltd., offer:—

1949 Triumph "2000" Razor Edge saloon, grey with grey leather; 10,000 miles.

1949 Triumph "2000" Roadster, black with red leather; 14,000 miles.

1950 Triumph 2-litre "Renown" saloon grey with grey leather; 8,000 miles.

TOM Garner Ltd., 10-12 Peter St., Manchester, 2. Blackfriars 9265-6. [5969

H. A. SAUNDERS, Ltd., offer:—

1949 Triumph 2000 saloon, black with beige leather upholstery, 10,000 miles; £1,495.

836 642, High Rd., N.12. Hillside 0024. [6068

WARWICK WRIGHT, Ltd., offer:—

1950 Triumph Renown saloon, maroon, red leather, heater, 16,000 miles.

1950 Triumph Renown saloon, black, brown leather, heater, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5622

CHARLES FOLLETT, Ltd., offer:—

1950 Triumph Renown saloon, gunmetal, grey leather, 1 owner, heater, 26,000 miles, excellent condition throughout, guaranteed; £1,525.

18 Berkeley St., W.1. May. 6288.

SERVICE, Works and Stores: Barnsdale Rd., Elgin Avenue, W.9. Cunningham 5956-8. [6525

MANN EGERTON & Co., Ltd., offer:—

1950 Triumph Renown saloon, finished in black and upholstered in grey leather, fitted with radio, heater, spotlight and loose covers, mileage 5,000, in immaculate condition throughout.

14 Berkeley St., London, W.1. Regent 2073. [6434

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 (July) Triumph 2000 Roadster, a really superb example, black, red leather.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6705

1949 Triumph 2000 Roadster; £1,075.—Below.

1948 Triumph razor-edge, exceptional; £1,170.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6426

1939 Triumph Dolomite Roadster, beige with brown leather, 459gns.

RAYMOND WAY, of Kilburn, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6044. [6359

1949 Triumph 2000 saloon, black, one owner, speedo, 15,000; £1,425.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [7452

GORDON CARS (LONDON), Ltd.—1950 Triumph Renown saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 Roadster, grey.—Below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 Roadster, black.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [6554

1949 Triumph 2000 Roadster, fitted many extras, superb condition; £1,095.

MAYFAIR GARAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [5071

£350.—Triumph Gloria 11hp 1937 4-dr. sln. an exceptional car throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (Opp. Holland Park Tube.) [5382

£1025.—1949 Triumph Roadster 2000, metallic green, perfect.—Telephone Kensington 5406. [6190

ROSE & YOUNG, Ltd., offer 1949 Triumph Roadster 2000, mileage 8,000, spare unused, immaculate condition; £1,125.

1949 Triumph Roadster 2000 exceptional condition, finished champagne; £1,095.—55-59, Streatham Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464 and 6182. [5412

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1947 Triumph 1800 Roadster, metallic grey, red leather, excellent condition, £675.—Wordsworth 4633. [6721

1950 Triumph 2-litre Renown saloon, black, beige leather, heater, 5,000 miles, spare unused, one owner.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [6550

TRIUMPH Gloria 16, 1935, engine reconditioned 1950, 4 good tyres, £220 or £110 down.—7, Radcliffe Rd., Croydon 1503. [6221

8000 miles.—1949 (June) Triumph 2000 model Roadster, black, radio.—Ernest Sutton, Tel. Rosate 4 (trade only). [6561

1949 Triumph 2000 saloon, grey, 35,000 miles, one owner, well maintained; £1,225, or exchange smaller car.—Box 2973. [6740

1949 Triumph 2000 sal., met. grey, 8,000 miles, £1,495.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [6314

2000 miles; 1947 Roadster, blue.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6589

1949 Triumph 2000 razor edge saloon, grey with grey leather upholstery, 9,000 miles only in the hands of one owner, £1,500.

R. C. WIMBUSH, Ltd., 512, Earls Court Rd., S.W.5. Fremantle 8401. [6126

1947 (Sept.) Triumph 1800 saloon, black with beige interior, 15,000 miles, fitted radio; £985.—Wimbush & Co., Ltd. Abbey 6696. [6132

1949 Triumph Roadster, green, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6588

TRIUMPH Renown (just out of covenant), first-class condition, one owner, 4,000 miles; highest offer.—Holden, 175, Mill St., Liverpool, 8. [6808

1950 Triumph Renown saloon, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6590

£345—1938 model Triumph Dolomite 1½-litre 4-seater sports saloon, fitted radio, heater, clean condition, unrepeatable bargain.—Below.

£185—1950 (June) Triumph 10hp Gloria sports saloon, excellent runner, requires complete respray, warrant.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6591

1947 (Sept.) Triumph 1800 Roadster, black with fawn leather upholstery, 14,000 miles, a most attractive car with excellent performance; £1,025.—ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [6635

1947 (late) Triumph razor-edge saloon, in most exceptional condition throughout, moderate mileage.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2559. [6605

1937 Triumph 14hp sports saloon, engine recently dittoned, 6,000 miles; £335.—Vandervells (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [2116

1949 Triumph 2000, grey, radio and heater, 12,000 miles; £1,450.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [6142

1947 (July) 1800 Roadster, grey, taxed year, 22,000, hood, battery, tyres (Dunlops) practically renewed, radio, loose covers, excellent order; £895.—Brighton 28652. [6466

TRIUMPH Roadster, 1948 (March), 31,900 miles, guaranteed exceptional condition, new hood, good tyres, one owner; £525, no dealers.—Smith, 10, Belhaven Gdns., Edinburgh. [6783

1948 (August) Triumph 1800 Roadster, grey with blue leather, 6,500 miles, superb condition; £975.—Parsons, Knowle, Longham, Wimborne, Dorset. Tel. Ninebush 154. [6550

TRIUMPH Renown saloon, 1950, 14,000 miles, finished in black leather upholstery, radio and heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0125 (5 lines). [6543

1949 Triumph 2000 saloon, grey, radio, immaculate, £1,550.—Acres Autos, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 2211 and 2212. [5147

£575—1939 Triumph Dolomite 14hp special Royal 5-seater sports saloon, very immaculate interior, beautiful bodywork, excellent chassis, outstanding example, 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6752

NAYLOR & ROOT, Ltd.—1949 Triumph 2000 Roadster, black, red leather upholstery, exceptional condition; £1,175. 6 months' guarantee, choice of 100 quality demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [6491

1095 cms.—Triumph 2000, January 1949, Roadster (not coupe), metallic green, red leather, Windscreen horns, one owner, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6554

1946 Triumph 14hp 1800 Roadster, metallic grey, good condition, perfectly sound, a smooth and delightful car to drive, privately owned, sole reason for selling owner purchased larger horse-power car, nearest to £800 secures.—J. Houlding Davies & Son, 25, Stretford Rd., Manchester, 15. [6209

1950 (April) Triumph Renown saloon, black and chromium, beige leather, heater, loose covers fitted since new, superbly maintained and sparkling, one owner car, must be seen to be appreciated, written guarantee; £1,595, terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6352

Triumph Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.

Triumph Cars Wanted

MAYFLOWER wanted.—A. F. Erskine, 63, Westfield Ave., Woking, Surrey. [6158

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0

ALMOST new Triumph required; cash payment.—Morley, 54 Streatham Hill, S.W.2. Tulse Hill 4488. [0853

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182

CASH buyers of low-mileage 1800 and 2000 Triumphs; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0804

BRITISH & COLONIAL MOTORS, Ltd., require good Triumph cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6571

C. A. PETO, Ltd., 42, North Audley St., W.1, Triumph agents, will purchase Triumph cars in first-class condition.—Mayfair 3051. [5759

1947-50 Triumph saloon or roadster wtd., mileage.—Price to 9, Chapel Lane, Halebarns, Ches., Tel. Ringway 3588, evenings.

IF your car is in London and is a post-war model it can be seen and purchased within an hour of phoning Mayfair 7654, the London Buying Office of Lamb's, Ltd. (Woodford, Essex), Slough House, 16, Berkeley St., W.1. [6629

Triumph Spares and Service

S & T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

NEWNHAMS, Ltd.

TRIUMPH specialists, service and spares for all models, incl. Dolomite type radiator grilles.—Newnham House 235-7-9, Hammersmith Rd., W.6. Riv. 4646. [1539

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7753. [0499

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0499

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 5322). [0355

UTILITY CARS

PHILIP RICKARDS, Ltd., offer:—

1950 Standard Vanguard estate car, grey/red, 6,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3-4. [6054

1948 Hillman Minx estate car, moderate mileage; £875.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6436

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:

1949 Jowett Bradford 6 light utility, one owner, low mileage, excellent condition; £550.

1949 Bradford de luxe Utility, one owner, almost as new, guaranteed; £625.

G. W. Wilkin Ltd., 1 Weston Park, Kingston-on-Thames. Kin. 2241. [5948

1948 (Aug.) Hillman estate car, one careful owner, mileage 14,000, in immaculate condition; £945.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [5070

FORD V.8 ex-W.D.) heavy utility, £10 tax; £195.—Jacquier, Ltd., 225-7, Hammersmith Rd., Riverside 6677-8. [7851

JOWETT Bradford utility 1949 (Sept.), original tyres, as new, list £630; £555.—Royston Motor Co., Ltd., Herts.—Tel. Royston 2248. [6014

ESTATE car 1950 Vanguard, radio, heater, leather upholstery, perfect condition, one owner; seen by appt.—Le Grice Elers, Ken. 2477. [6002

BRADFORD 6-light utility, 1949 delivery, excellent condition throughout; £525.—Buntings, Jowett Main Agent. Tel. Harrow 1908. [5729

1947 12hp Bedford Utilecon, immaculate condition; £600 or near offer.—771, Brighton Rd., Purley, Surrey. Upl. 0520. [6456

1949 Lea-Francis utility, carefully used and maintained, 16,000 miles; £950.—Broughton, Old Rectory, Tel. Tilton 202, Leicester. [6214

BRADFORD utilities for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 1908. [6621

AUSTIN 10, personnel utility, excellent condition, £295; Morris 10, £275.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [5703

1950 Vanguard Estate car, green leather, heater, radio, small mileage.—Leslie Matthews & Co. (Est. 1922), 95, Bristol St., Birmingham. Midland 2297. [4154

1941 Fordson Utilecon by Martin Walter, in first-class condition.—Stadium Autos (Plaistow), Ltd., 178, New Barn St., Plaistow, E.13. Albert Dock 5566. [6161

£395—1938 Hillman 10hp utility, smart oak body, unmarked cellulose, new tyres, recent recond. engine.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5689

1946 Hillman estate car, grey, brown leather upholstery, superb condition.—Stadium Autos (Plaistow), Ltd., 178, New Barn St., Plaistow, E.13. Albert Dock 5566. [6161

1949 Austin A40 Countryman, in excellent condition throughout, genuine reason for sale; nearest offer to £1,000.—Remes, Siepe House Flat, Cromwell Place, St. Ives, Hunts. [5984

1949 Bradford utility de luxe, 4/5 seater, immaculate, unmarked all-purpose vehicle; £650, exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [6059

UTILITY CARS

1948 Jowett Bradford de luxe, beige, very clean, any inspection; 3 months' guarantee, terms and exchange; £645.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [5179

225 gns.—Ford V.8, 1937, 30hp 8-seater utility 4-door, timber body, brown leather upholstery, removable rear seats, glass all round, drop tail-board, very good condition; terms, exchanges.—Rowland Smith, below.

450 gns.—Hillman 10, registered 1951, 5-seater estate car, grey, fold-flush rear seats, sliding glass windows, rear entrance, very carefully used, excellent condition; terms, exchanges; list; open 9-7 weekdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6657

ROY'S AUTOMOBILES, Ltd., offer 1939 Ford 10 utility, Dagenham body, 4 doors, etc., condition really excellent, £435; also 1938 Rover 14, special modern 4-door utility, harnessed, grain wooden body, £525.—127, Parkway, N.W.1. Euston 2700. [6428

Utility Cars Wanted

CASH buyers of low-mileage utilities; distance no object.—Hattons, Lord St., Stockport. Tel. 2268.

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0

HILLMAN estate car wanted; state condition and price.—J. R. Inwards, Ltd., High St., Ruislip 5035, 4-5. [5675

ALL types utilities wanted for cash.—Read Bros., Motor Co. (London), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [0524

JACK STONE & SON will purchase immediately 10-30hp utility shooting brakes or vans.—221, Upper Richmond Rd., Putney. Tel. day and night, Putney 1054-5, 2276-7.

VAUXHALL 10

1939-40 Vauxhall 10hp, black with blue leather, recently overhauled, tyres excellent, one owner; £515.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3560. [5182

HAMILTON MOTORS (LONDON), Ltd., 400-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1939-40 Vauxhall 10hp saloon, black with blue leather, completely recellulosed, mechanically sound, one owner; £515.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash or Vauxhalls cars, including latest models. [5484

VAUXHALL 12

FOR sale, 1939 Vauxhall 12, good condition; £400.—Tel. Hastings 3691. [6201

GOLDERS Green: H. A. Saunders, Ltd.—1948 Vauxhall half 12 saloon, black/brown; guaranteed, £845. 144, Golders Green Rd., Spe. 0011. [6514

1939 Vauxhall 12hp saloon, black, green leather, one owner, 36,000 miles, genuinely original condition quite exceptional throughout; £495, exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [6245

VAUXHALL 14

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1939 Vauxhall 14 saloon, black, brown leather upholstery, one owner since new, taxed; £495.—D. J. Shepherd & Co. (Enfield), Ltd., 43c, Hertford Rd., Enfield. Howard 1631. [4110

L. F. DOVE offer 1937 Vauxhall 14 saloon; £365.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [6716

1946 Vauxhall 14 saloon, in splendid condition; £695.—Bowen, Hillside Garage, Edgware, Tel. Edgware 4464-5. [5654

1939 Vauxhall 14hp J type saloon, green, sound body, mechanically good, green leather upholstery, a popular car; £485.

LAWSON WRIGHT MOTORS, Ltd. (Vauxhall Dealers), 320, King St., Hammersmith, W.6. Tel. Riverside 4111; and 186, East Barnet Rd., New Barnet, Barnet 8042 and 2553. [4106

1938 Vauxhall 14 touring saloon, rebored, guaranteed; £520; payments.—Oldfield, 4, Rowsley Gdns. Mews, Kensington. Park 7780. [5644

395 gns.—14hp Vauxhall saloon; over £200 spent on reconditioning.—Lawton Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [6000A

£285—1937 Vauxhall 14 de luxe saloon, one owner, excellent runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6765

TANKARD & SMITH, Ltd., offer:—1937 Vauxhall 14 saloon, finished in metallic grey, with brown leather upholstery, in very good condition throughout; £525.—97, Peckham Rd., S.E.15. Rodney 2051. [6173

VAUXHALL 14hp de luxe saloon, D.X. model, recellulosed black, red wheels, brown leather upholstery, whole car in good original condition; £350.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [2659

VAUXHALL WYVERN & VELOX

CMT CAR MART, Ltd.

1950 Vauxhall Velox saloon, radio, heater, 10,000 miles; £1,275.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6259

H. A. SAUNDERS, Ltd., offer:—

1950 Vauxhall Velox saloon, grey with red upholstery, foglight, heater, radio, etc., 6,000 miles; £1,295.

836—842, High Rd., N.12. Hillside 0024. [6067

1948 Vauxhall Wyvern, mileage 20,000, fitted heater, etc.; £875.—Bareham, Bury St., Eds. 535. [6450

1950 (July) Wyvern, 4,000 miles, blue, in perfect condition; £1,185, 3 months' guarantee, deferred terms.

ARSENAL GARAGE, Ltd., 2, Chester Close, S.W.1. Sloane 9844. Open till 8 p.m. [4820

VAUXHALL Wyvern, 1950 (July), black/brown hide, one owner, 1,700 miles only; £1,165.—J. Parry, Kensington 1108. [6414

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN & VELOX

1950 Vauxhall Velox saloon, bronze, beige leather upholstery, recorded mileage 12,000, fitted heater, fog lamps.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [1763

GOLDERS Green: H. A. Saunders, Ltd.—1950 Vauxhall Wyvern saloon, blue/brown, 3,755 miles; guaranteed; £1,100.—Below.
GOLDERS Green: H. A. Saunders, Ltd.—1949 Vauxhall Wyvern saloon, black/fawn, low mileage; guaranteed, £1,060.—Below.
GOLDERS Green: H. A. Saunders, Ltd.—1949 Vauxhall Wyvern saloon, black/fawn, 19,000 miles; guaranteed; £1,010.—144, Golders Green Rd., Spe. 0011. [6516

1950 Vauxhall Wyvern sal., green, 8,000 miles; £1,175.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [6540

£995.—Vauxhall Wyvern saloon, Feb. 1949, black, brown leather, fitted heater, etc., previously owned and maintained by makers, nominal mileage.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Hire purchase, part exchanges, free delivery anywhere in the United Kingdom. Showrooms open till 8 p.m. Monday to Saturday.—See our full page advert in this issue. [6269

GOLDERS Green: H. A. Saunders, Ltd.—1949 Vauxhall Velox saloon, green/green, 9,000 miles; guaranteed; £1,095.—144, Golders Green Rd., Spe. 0011. [6515

1949 Vauxhall Velox, 17,000 miles, magnificent condition, radio, heater, taxed December; £985.—C/o Moore, 3 Murray Mews, N.W.1. Gulliver 2417. [6352

1950 Vauxhall Wyvern, grey, beige leather, heater, mats, etc., as new condition, privately owned; £1,150.—Nicholes, 9 Radnor Cliff, Folkestone 78271. [6744

1949 Vauxhall Velox, black and brown leather, mileage 17,000, indistinguishable from new; £1,095.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451/2. [2725

1950 Vauxhall Velox, green, green leather, heater, 10,000 miles, perfect condition; £1,225.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [4092

1949 Vauxhall Velox, one owner, finished black, cream wheels, brown leather, in excellent condition throughout, unmarked, any exam.; £1,085.—Seymour & Clements, 36, Watford Way, Hendon Central, N.W.4. Hendon 2146. [5597

1950 Wyvern, grey, 1,000 miles, radio and heater, Rimbellishers; £1,175.—Acres Autos, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 2211 and 2212. [5149

VAUXHALL 25

1942 Vauxhall 25, fine hire car; £485.
KINGS AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536 and 3537. Open week-days 9 a.m. to 7.30 p.m. [5708

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.
IT is important that the car you purchase is in excellent condition throughout.
SELECTION of such modern Vauxhalls at
4—6, Berkeley Sq., W.1. Grosvenor 4528. [0017

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0059

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9687), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283

Vauxhall Cars Wanted

CM
THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 5434. [0975
SS
SHAW & KILBURN, Ltd., Vauxhall main dealers.
SS
WILL purchase modern Vauxhall cars.
4—6, Berkeley Sq., W.1. Grosvenor 4528. [0018
RR
ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0994
WE wish to purchase post-war Vauxhall Wyvern or Velox.
BROWN & MALLALIEU, Ltd., General St., Blackpool. Tel. 22522. [4786
CASH immediately for good Vauxhall.—H. F. Edwards, 154, Gt. Titchfield St., W.1. [6529
I REQUIRE post-war Vauxhall urgently.—Fortune, 17, Aswood Mews, S.W.7. Tulse Hill 2788 (days). [0972
ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612
BRITISH & COLONIAL MOTORS, Ltd., require good Vauxhall cars.—Upper St. Martin's Lane, W.C.2. Tem. 3585. [6570
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall from 1937 onwards, Wembley 3691-2. [0674
CASH buyers of low-mileage Wyvern and Velox Vauxhalls, distance no object.—Haltons, Lord St., Southport. Tel. 2268. [0805
1936 saloon, reconditioned engine, excellent condition, taxed; £260.—Manning, 86, Clifton Hill, N.W.8. Mal. 1992. [6194
MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0065. [0479

Vauxhall Cars Wanted

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Edn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [0699
BROADWAY MOTOR Co. (main dealers) will purchase Vauxhall and other makes in really good condition; special arrangements for buying or selling on commission basis.—5-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0622

Vauxhall Spares and Service

CA.C.
CCROYDON AUTOMOBILE COMPANY, Ltd.
VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged at 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—
BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205
BROADWAY MOTOR Co.
WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.
GEAR boxes, differential units, front suspension units, engines, large stocks of Vauxhall spares.
BROADWAY MOTOR Co., 5-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6368. Grams: Autospare, Wimble, London. [0635
EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-pass, Egham 131. [0196
FOR Vauxhall mudguards, running boards, 1933-9.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0581
KJ. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137-149 Widmore Rd., Bromley, Kent. Rav. 5456-7-8-9. [0595
REPAIRS! Recondit. exchange suspensions (complete pair), 10, 12, J; £15; DX, £17/10; 25hp, £23; Bedford reconditioned gear boxes, shock absorbers.—Pri 2647, 10 Winchester Mews, N.W.5. [0244

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WELHAM, Veteran Car Specialist, Surbiton Hill Rd., Surbiton, Elmbridge 1873.—Buy and sell pre-1914.
1897 Daimler tonneau, tube and coil ignition; £475, seen Winchester.—Blake, Orchard Cottage, Dartington, Totnes. [5299

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361.—Sole distributors for Great Britain. Sales, service and spares. [0573

Volkswagen Cars Wanted

VOLKSWAGEN, in good condition, for private purchase (no dealers).—67, Aldenham Ave., Radlett 6135. [6197

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EEUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.
1948 Wolseley 8hp saloon, black, brown upholstery, 15,000 miles, one owner.
1946 Wolseley 12hp saloon, black, brown leather upholstery, one owner, in excellent condition.
ALSO other post-war Wolseley models available.
LOW mileage Wolseleys are scarce; should your model not be in stock put your name on our used cars register for early notification.
EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951), and 12, Chelsea Manor St., S.W.3. (Flaxman 8181). [1234

DICKS.
1937 Wolseley 14 coupe, special body, attractive car; £355.
1939 Wolseley 18 saloon, one owner, well maintained; £495.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6868-9. [5605

CAR MART, Ltd.
1950 Wolseley 6/80 saloon, heater, 12,000 miles; £1,550.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [6259

TOM GARNER Ltd., offer
1950 Wolseley 6/80 saloon black with brown leather, radio etc., 4,000 miles only.
TOM Garner Ltd., 10-12 Peter St., Manchester, 2. Blackfriars 3265-6. [5968

CYRIL SHEPPARD offers:—
1939 Wolseley 21 de luxe saloon, blue with leather to match, record engine, outstanding; £595.—102, Kings Rd., Reading. Tel. Reading 2712. [6405

SAUL & SLATTER, Ltd., offer:—
1946 Wolseley 12hp saloon, black, taxed, in excellent condition throughout; £795.
44—46, Aldermanis Hill, Palmers Green, N.13. Tel. Palmers Green 1205 and 7173. [6611

CHARLES FOLLETT, Ltd., offer:—
1948 Wolseley 12hp saloon, black, brown leather, 1 owner, guaranteed; £975.
18, Berkeley St., W.1. May. 6266.
SERVICE Works and Stores, Barnsdale Rd., Elgin Ave., W 9. Cunninghams 5966/8. [6519

WARWICK WRIGHT, Ltd., offer:—
1950 Wolseley 4/50 saloon, grey, brown leather, radio and heater; 9,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9671. [2672

PHILIP RICKARDS, Ltd., offer:—
1949 Wolseley 6/80 saloon, black, 15,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [6366

WOLSELEY

HA. SAUNDERS Ltd., Radlett, Herts.
1950 Wolseley 4/50 saloon, black with brown leather and heater, 10,000 miles; £1,350.—Radlett 6167. [5943
HA. SAUNDERS Ltd., Radlett, Herts.
1950 Wolseley 6/80, black with brown leather and heater, 10,000 miles; £1,525. Radlett 6167. [5944
1937 Wolseley 18 saloon, guarantee, £325; also
1937 Wolseley 16 saloon, guaranteed, £275; and
1936 Wolseley 10 saloon, £225.—Oldfield, 4, Russell Odns. Mews, Kensington. Park 7780. [6694
1938 Wolseley 14, in very nice order; £405.—Below.
1936 Wolseley 14, black, taxed; £375.—Smith and Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2312. [6799
1935 Wolseley Daytona saloon, black with green leather, 259gns.
RAYMOND WAY, of Kilburn, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6044. [6837
GORDON CARS (LONDON), Ltd.—1950 Wolseley 6/80 saloon, maroon.—Below.
GORDON CARS (LONDON), Ltd.—1949 Wolseley 4/50 saloon, black.—Below.
GORDON CARS (LONDON), Ltd.—1948 Wolseley 18hp saloon, black.
GORDON HOUSE, 573, Euston Rd., London, N.W.1. Euston 0611. [6550
1937 Wolseley 25hp 7-seater limousine in sound mechanical order throughout; £485.
1946 (Sept.) Wolseley 12hp saloon, genuine mileage 24,000, in excellent order throughout.
LYNE, FRANKS & POSTAGE, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [9244
1950 model Wolseley 6-80 saloon, maroon, 12,000, immaculate condition, taxed; £1,485.
BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2562. [4602
LIMOUSINE, 1939, roomy 7-seater; £850.—Lawton Goodman, 135 Cricklewood Broadway, N.W.2. [6601
WOLSELEY 1939 25hp drop head coupe, one owner, good condition, no dealers, offer to—Box 2942. [6731
1936 Wolseley 14 sal.; £295.—Blue Star Garages, Ltd., Watford Way, Mill Hill, N.W.7 (Mill. 2277). [5391
279gns.—1937 Wolseley 12 saloon, good condition.—Autoships, 5, Balham High Rd., Balham 1309. [6556
BEARTS of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0083
1934 Wolseley 12hp saloon, just overhauled; bargain, £150.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [2432
1950 (June) Wolseley 6/80, black, brown upholstery, guaranteed 5,000 miles; £1,450.—Friedman, Wanstead 9900. [6163
1936 Wolseley 14 saloon, excellent condition.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [4541
1938 Wolseley 14 saloon de ville, rear boot, excellent; £445; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 5115. [6615
1947 Wolseley 18 saloon; black with brown leather, excellent tyres, coachwork unmarked; £615.—Reynolds, Castle St., Cambridge. [5868
1950 Wolseley 6/80 saloon, 1,700 miles only.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [4597
1949 Wolseley 4/50 saloon, 9,000 miles, maroon; £1,275.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4377. [6227
JARVIS & SONS, Ltd., offer: 1950 Wolseley 4/50 saloon, grey, low mileage, as new; £1,435.—Morris House, Morden Rd., S.W.19. Liberty 4656. [6694
1939 (40) Wolseley 14 saloon, exceptionally nice condition; £595.—Norman Autos, 554, London Rd, West Croydon. Thornton Heath 4657. [6621
1950 (June) Wolseley 4/50 black, 6802 miles, indistinguishable from new, for sale by private owner; £1,350.—Dale 93 Mayow Rd., Sydenham, S.E.26. Forest Hill 1078. [5856
WOLSELEY 16 saloon, finished in black with green interior, superb condition, a really genuine car, £575.—Grove Garage & Motors, 522, Fore St., Edmonton, N.9. Tot. 4162. [6128
1939 Wolseley 25hp saloon de luxe, black, brown leather upholstery, one private owner, original condition; £625.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1535. [4597
1936 Wolseley 14hp saloon, reg. 1948, £10 tax; perfect mechanical condition; £219 cash or £69 deposit.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [6690
£425.—1937 Wolseley 14 de luxe saloon, in exceptionally good condition, grey and blue, reconditioned engine now being fitted.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5662
1950 (February) Wolseley 6/80, black, grey, with brown leather upholstery, heater, very low mileage, in new condition at £1,495, terms or exchange.—O. S. Hall, 502 King St., W.6. Riverside 2881. [4078
1939 Wolseley 25hp limousine, black, leather to front, cord to rear; condition genuinely indistinguishable from new, ideal hire car; outstanding bargain, £695.—Wembley Court Motors, High St., Wembley. Arnold 5221-2. [6564
885gns.—1948 (November) Wolseley 18/85 de luxe saloon, black, brown hide upholstery, mileage 21,000 only; £10 tax; finest Wolseley ever offered by us; deposit £310.—George Clarke (Motors), Ltd., 276, Brixton Hill, S.W.2. Tulse Hill 5211. [6357
WOLSELEY 14, 1939 June saloon body, axles, engine, chassis taken apart for chassis repair, body work sound, upholstery perfect, engine reconditioned recently, will sell piecemeal or £180 as dismantled.—Northwest Motors, 21 Cambridge St., Liverpool 7. Royal 7944 [5902

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WOLSELEY

595 ono.—Wolseley Super Six, 1939 model 25hp, Series 3 de luxe 4-door saloon, black, sliding head, brown leather, radio, good tyres, very carefully used, exceptional condition, terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. [6656

£785.—A very special Wolseley 8hp four-door saloon de luxe, Feb. 1948, late property of lady owner with two other cars in daily use by same family, it is understood that this particular Wolseley has been used solely for shopping trips and occasional outings and has in fact never been driven over 40 m.p.h., condition of road tyres would bear out this statement, the spare itself never having been used, coachwork and interior show obvious signs of the most careful attention, no expense has been spared in the matter of upkeep and extra fittings which include polished chrome wheel discs, windscreen heater, twin mellowtones, dual passlights and other luxuries, must suit discerning purchaser requiring genuine low mileage post-war Wolseley in the mechanical condition to give many thousands of miles of trouble free and delightful motoring.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Hire purchase, part exchanges, free delivery, fares refunded in full to purchasers from any part of the country. Showrooms open till 8 p.m. Monday to Saturday. See our full page advert in this issue. [6303

A & S—1939 partitioned 21hp Limousine, 7-passenger, leather throughout, exceptional carriage, bargain.

ALPE & SAUNDERS (100 Limousines: Lists posted), —Providence Court, Grosvenor Square. Mayfair-2941. [6115

Wolseley 4/50 Cars Wanted

CMT THE CAR MART Ltd. wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212.

Wolseley 6/80 Cars Wanted

CMT THE CAR MART, Ltd. wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gro. 3454.

Wolseley Cars Wanted

RS ROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

E EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars.

E EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5965

CASH immediately for good Wolseley.—H. F. Edwards, 154, Gt. Titchfield St., W.1. [6330

ALMOST new Wolseley required; cash payment.—Morley, 54 Streatham Hill, S.W.2. Tulse Hill 4488. [6057

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Wolseley from 1937 onwards. Wembley 8691-2.

CASH buyers of low-mileage Wolseley 8s, 12-48, 14-60, 4-50, distance no object.—Haltons, Lord St., Southport. Te. 2268. [6806

7-Seater Limousines 25hp-Series Three. Details please.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [6273

Wolseley Cars Wanted

APPROACH us first before disposing of your Wolseley car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 8801-3. [5961

BLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7737

1939 Wolseley 25hp series 3 seven-seater limousine.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [6516

Wolseley Spares and Service

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-246, High St., Barnet 3240. [6707

FOR Wolseley mudguards, running boards, 1935-46.—Brookes, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0386

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned unit service and repairs for all Wolseley 1937-1951 models. [0316

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277

BROCKHURST GARAGE.—Harrow agents for Wolseley sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0204

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RAYMOND WAY, the hire-purchase specialists!

200 cars under £400, drive away immediately on our Atomic-on-the-spot-hire purchase system, no fuss, no formalities, no enquiries; every car plainly marked with price and year, top price in part exchange for good vans and motor cycles.

RAYMOND WAY, Canterbury Rd., Kilburn (150 yds Kilburn Park Station, Bakerloo Line), Maida Vale 6044 (10 lines). Hours 9 a.m. to 7 p.m. (week-days).

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 28 years.

LARGEST stock of superior small h.p. cars in the Midlands at prices from £95-£450.—Midland Motor Co., Traffic St., (Island) Derby. (1 minute bus station.) Tel. 2549. Open week-ends. [1546

Miscellaneous Cars Wanted

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MEBES & MEBES, Ltd. (Est. 1893), require:—

ANY modern pre- or post-war Austin, Morris, Standard, Wolseley, Humber, Jaguar or other popular make, if in original condition, no objection to high horse power or specialised coachwork; please send full particulars and figure required and representative will call, all interesting to purchase for stock.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [6170

REALLY sound 1939-40 Morris, Austin or Riley 12; 1939 Standard 8 part exchanged.—Shaw Wright, Wellington, Hereford. [5847

BROADWAY MOTOR Co. want really good, low hp, pre-war or post-war cars; spot cash or sell on commission.—5-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0623

RAYMOND WAY, the hire-purchase specialists, are still buying cars of all types, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0673

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ROLLS or Bentley car required from private owner, post-war model preferred, up to £6,000.—Write full particulars to Bell, 144 London Rd., Kingston-on-Thames. Kin. 1185. [1953

A CASH offer on the spot for cars, motor cycles, lorries, any make or model; exchanges; h.p. also settled. —Write, phone or call, Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251, ext. 130. [0734

ALL types of used cars urgently wanted; immediate cash settlement; H.P. accounts settled; selling on commission considered.—Call, write or 'phone, Traynor Motors, Ltd., 133-5, High St. South, E.6. Tel. Grangewood 2530, and 5854. [6679

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day, including Saturday. [0567

MOTOR HEARSES

A & S offer Britain's highest quality Hearses—Certified mechanically—Inspection invited.—Below.

AUSTIN Sheerline, Humber Phase-II six hearse; 5-door streamlined Coachwork, lavish exclusive equipment.

ROLLS-ROYCE 30hp Silver Wraith Deck Hearse (1951 Deluxe Coachwork), extensive special equipment, most exceptional and exclusive desirable.—Seen: Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [6120

1938 Austin 18, new hearse body, built at considerable expense in 1947, superb order throughout, details and photographs sent on request.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [2124

ROSE & YOUNG, Ltd., offer—Humber Motor Hearse, 2-tier, first registered March, 1951, mileage 900, as new, B.M.T.A. permission, £1,965.—65-66, Streatham Hill Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464 and 8182. [1971

MOTOR CYCLES FOR SALE

RAYMOND WAY.

A 100 new motor cycles all makes in stock for immediate delivery, also a selection of second-hand sales and combinations, cars taken in exchange.—Raymond Way, the hire-purchase specialists, Kilburn Bridge, N.W.6, Maida Vale 6044 (10 lines). [0680

S. A. COLLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges, hire purchase. Everything for the Motor Cyclist.—364-368, High Rd., Leyton, E.10 [6341

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MORGANS and Bond Minicars always available; hire purchase terms and exchanges very welcome.

SLOCOMBES, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4866. [5659

£120.—1932 Morgan super sports J.A.P. o/hv, water-cooled, 3-speed, hood, complete overhaul, good condition.—32, Lyndhurst Ave., Tolworth, Surbiton, Surrey. [6224

AMBULANCES

NEW and used, large selection.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [5054

TAXICABS

£125.—1936 Morris taxicab immaculate condition, throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6766

MOBILE CANTEENS, KITCHENS, ETC.

MOBILE shops, fish and chip, ice cream vehicles and trailers.—Lawton Goodman, 135, Cricklewood Broadway, N.W.2. [6000

This section closes for press at 10.0 a.m. on Fridays

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JACK STONE & SON offer:—

1937 Austin 10cwt delivery van, green and black, excellent condition, £2195; 1939 Morris 10cwt delivery van, excellent condition all round, new tyres, £245; 1948 Morris 5cwt delivery van, excellent condition, £195; terms and exchanges gladly arranged.

JACK STONE & SON, 221, Upper Richmond Rd., Putney. Tel. day and night Putney 1054-5 and 2276-7. [4594

PALMERS MOTORS, Ltd., offer:—

1950 (first reg.) Bedford 30cwt van; £595.

1948 9 Morris 10cwt van, plain; £525.

1947 Austin 10cwt van; £375

1947 Ford 5cwt van, plain; £395.

GUARANTEED; exchanges and terms.—53, York St., Twickenham, Popesgrove 1890. [4095

MEBES & MEBES, Ltd. (Est. 1895), offer:

1950 (March) Fordson 5cwt van, green and black, as new condition throughout, £515.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [6169

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Ford 5cwt van, as new, 6,000 miles; £525

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [6639

READ BROS. MOTOR Co. (LONDON), Ltd., offer:

1949 Austin A40 gowns van, plain blue; £595

1948 9 Ford 10 Martin Walter utilicon, immaculate; £665.

1949 Trojan 15cwt van, unwritten, finished green; £485.

1948 Austin 25cwt van, suitable gowns, laundry; £525.

LARGE selection others, terms, exchanges.—56, Christchurch Rd., Collers Wood, S.W.19. Liberty 3166. [6618

1949 Ford pick-up, drop sides, 9,000 miles, as new. —Below.

1949 Austin 25cwt 3-way, low mileage, unwritten. —Below.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [6108

1950 Morris 10cwt J-type van, 14,000 miles, perfect condition.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [5134

1950 Ford 10cwt van, 8,000 miles only, carefully used and maintained, any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [5109

AUSTIN A40 van, registered 1950, no mileage, painted blue, bargain, £825; 5 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6806

BRADFORD van 1947 (Dec.), one owner, excellent condition; £400.—Buntings, Jowett Main Agent, Phone Harrow 1908. [5726

1948 (June) Fordson 8hp utility van, practically as new.—Beardmore 26, Queensway, Bayswater, W.2. Bayswater 0136. [4643

BRADFORD vans for sale, serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 1908. [6684

1947 Morris 15/20 parcel van, exceptionally good condition; £475.—Peter Guest, Ltd., Gaywood, King's Lynn. Rel. 4129 [6607

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STANDARD and Triumph (distributors in Surrey since 1911).—Lanketer Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kingston 5151-4. [0402

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STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models, Hawley Cres., Camden Town. Gul. 4141. [0091

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BARNET area.—Sunbeam-Talbot main dealers.—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0332. [0413

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METROPOLIS GARAGES, Ltd., the Triumph agents, for sales, service and spare parts for all models.—1-31, Maclise Rd. (Olympia), W.14. Sfce. 5305-6-7. [0599

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HAROLD B. HILLS GARAGE.—Garage accommodation service; high-class car hire.—3-5, Ennismore Mews, S.W.7. Kensington 4020. [0551

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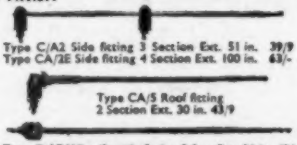
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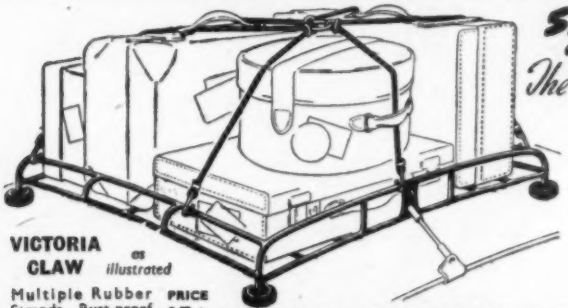
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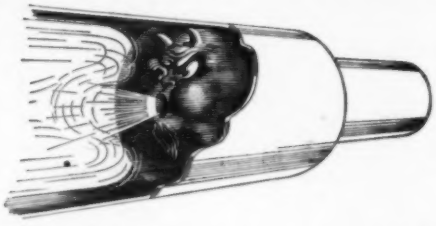
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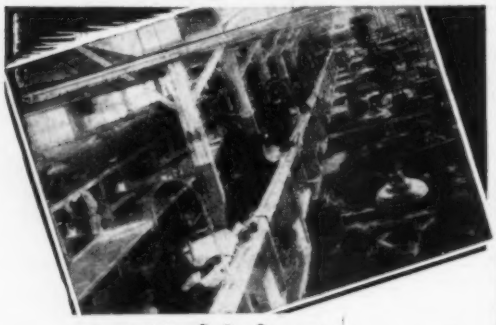
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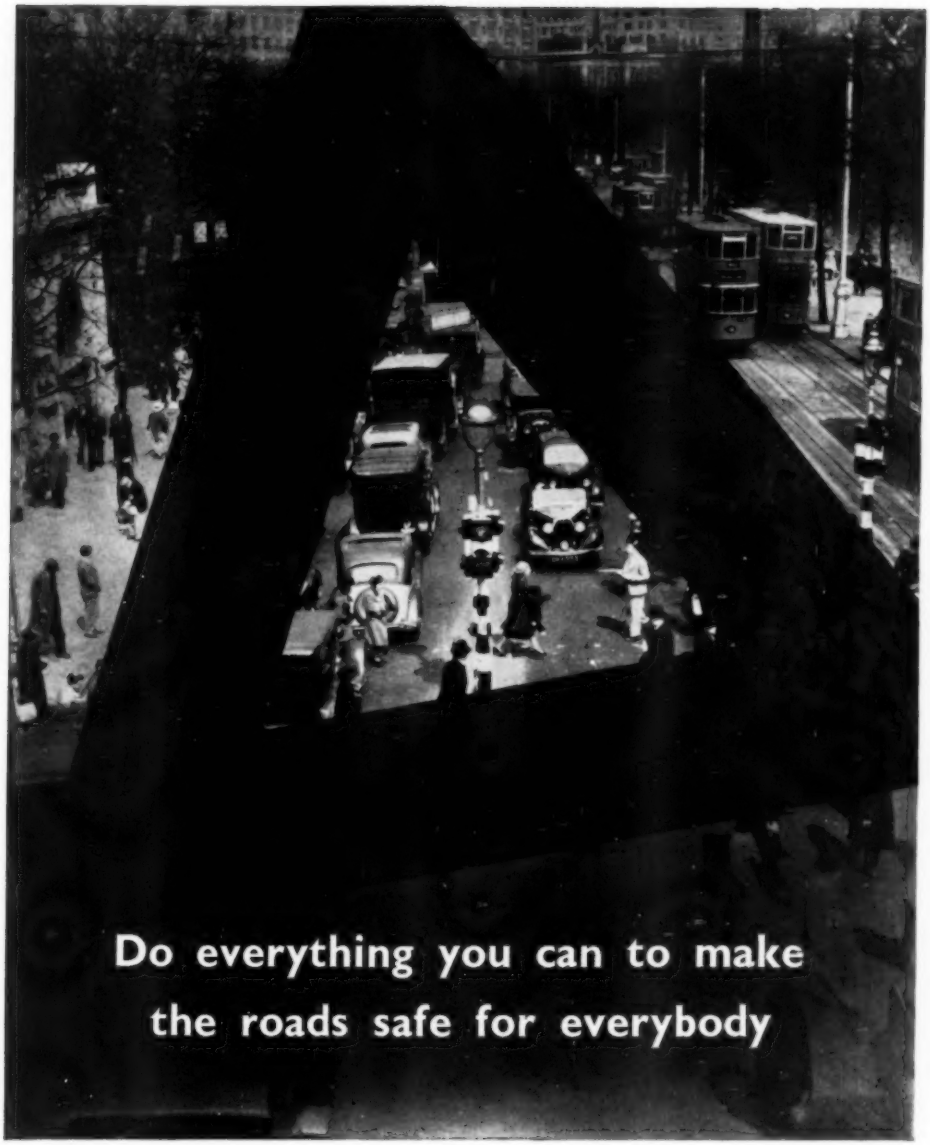
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